

ST. LAWRENCE WATERWAY PROJECT

PLATES

TO

ACCOMPANY APPENDICES

C. D. & E.



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APPENDIX "E"

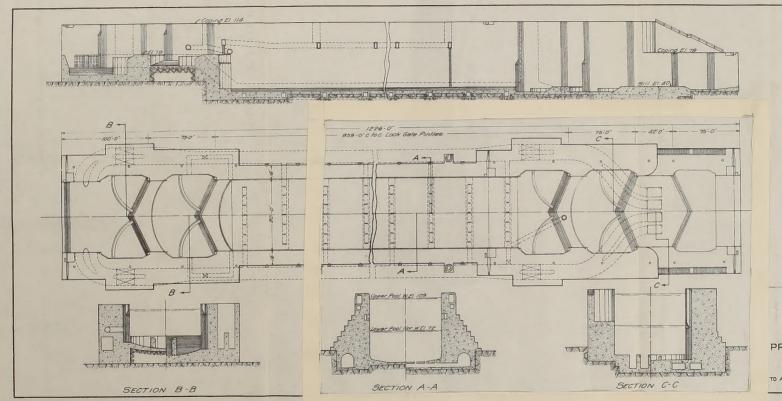
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STLAWRENCE WATERWAY

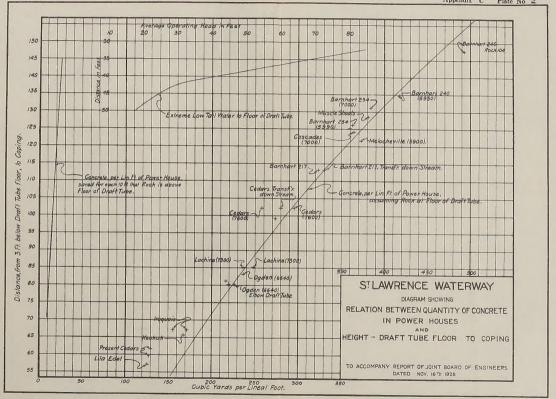
PLAN AND SECTIONS SHOWING

PROPOSED CASCADES PT. LOCK

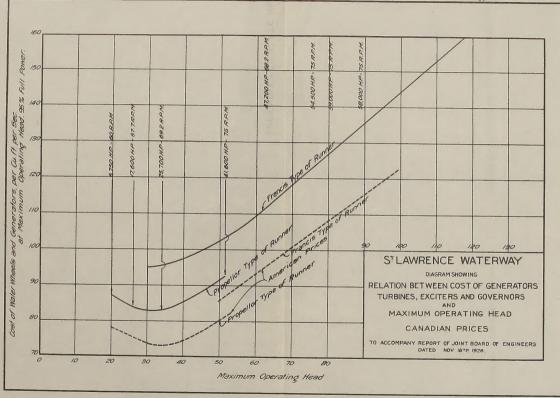
TO ACCOMPANY REPORT OF JOINT BOARD OF ENGINEERS DATED NOV. 16TH 1926.

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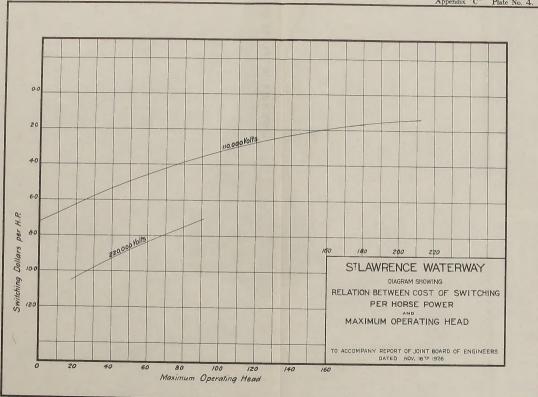
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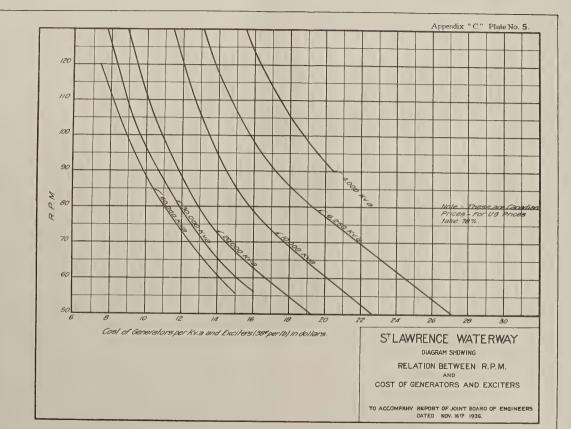


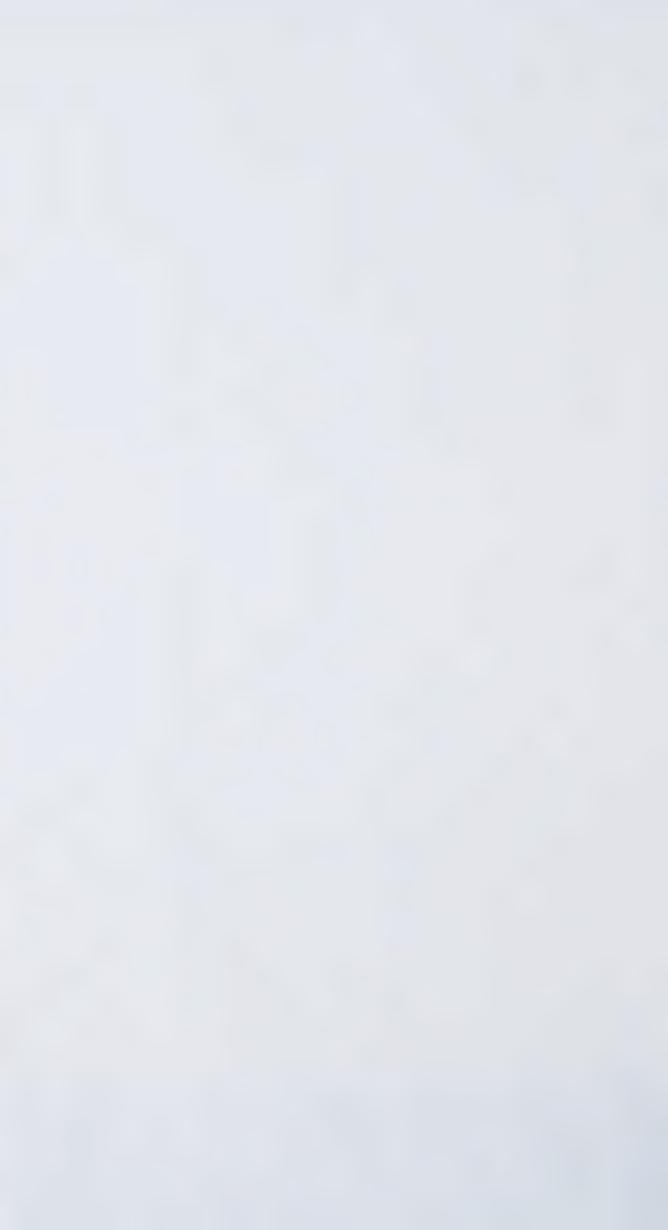


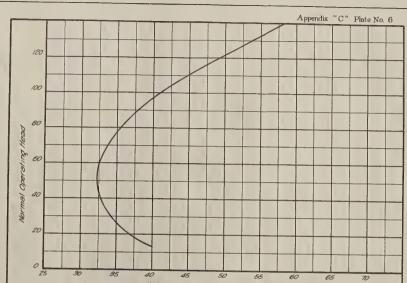












Cost F.O.B. Shop per High Head of Turbines and Covernors in dollars

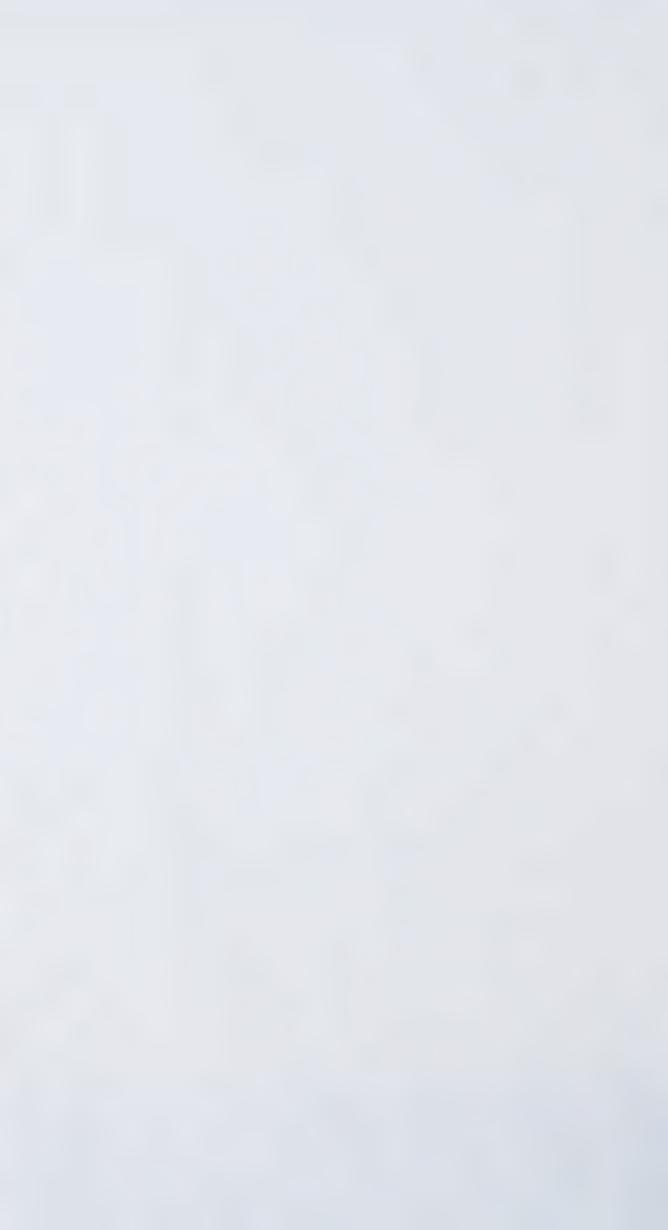
Add 121/2% for erection and freight.

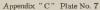
STLAWRENCE WATERWAY

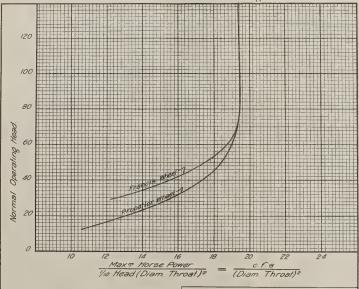
DIAGRAM SHOWING
RELATION BETWEEN HEAD
AND COST OF

TURBINES AND GOVERNORS

TO ACCOMPANY REPORT OF JOINT BOARD OF ENGINEERS DATED NOV. 16TH 1926.







Ratio of cloc spacing \$3.0 Elbow Draft Tube

STLAWRENCE WATERWAY

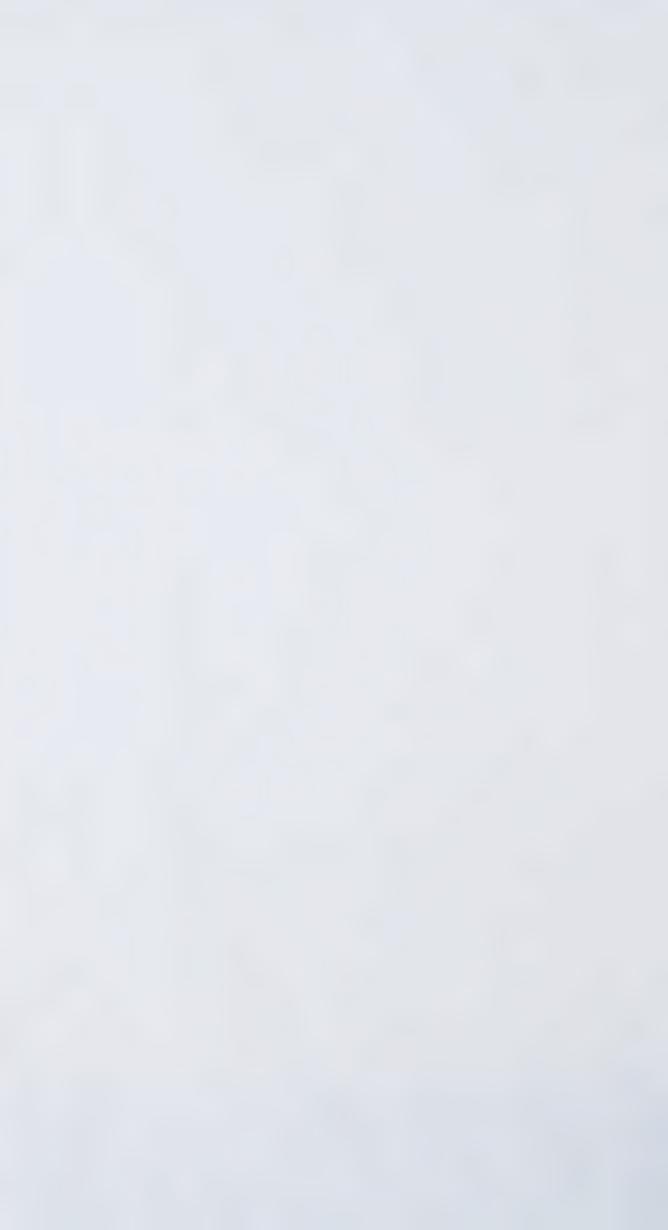
DIAGRAM SHOWING

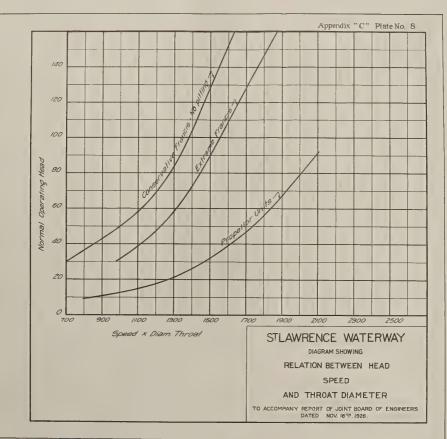
RELATION BETWEEN HEAD

C.F.S PER UNIT

AND THROAT DIAMETER

TO ACCOMPANY REPORT OF JOINT BOARD OF ENGINEERS DATED NOV. 1671 1926.



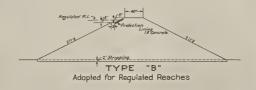






Adopted for Unregulated Reaches where rock is available from excavation.

TABLE SHOWING					
Top of Banks and Copings for Various Reaches					
Reach		Normal Pool Level	Max. Emer- gency Level	Top of Bank	Capings.
Lake Onfario	ToGalop		E1.249-5	El. 255·5	E1.252-5
	Galop to Ogden Isd.		El. 249-0	El. 255-0	El 252-0
Long Sault.	No Control	E1. 242 0	El. 248 5	El. 254-5	El. 251-5
	Controlled	EI 238-0	E1.244-0	El. 250-0	El. 247-0
	Controlled	El. 217-0	El. 223-0	E1.229-0	E1.226-0
	Controlled	El. 210-0	El. 217-0	El. 223-0	EI 220-0
Lake St. Francis.			E1. 155-5	El. 161-5	El. 158-5
Lake St. Louis.			El. 74-0	El. 80-0	El. 77-0
Regulated Canal Reaches		Χ.		X + 8 ff.	X + 5 ff.



Mor Emergency Level 7 s (5 - 100 - 1

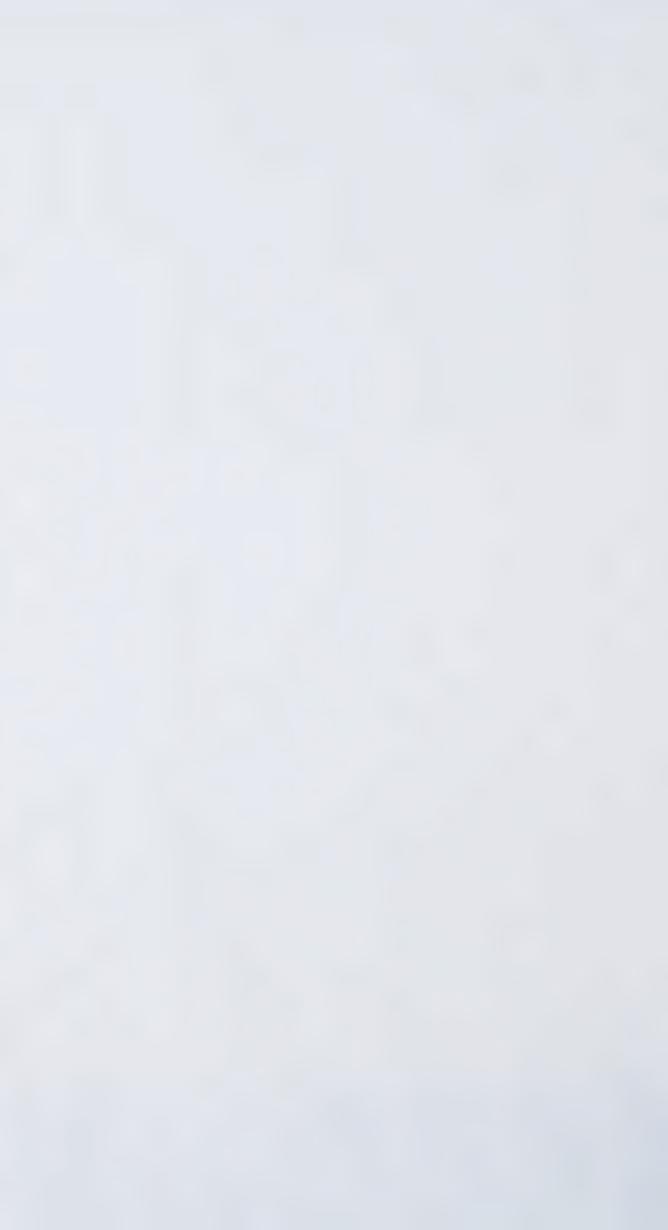
Adopted for Unregulated Reaches where supply of rock is limited.

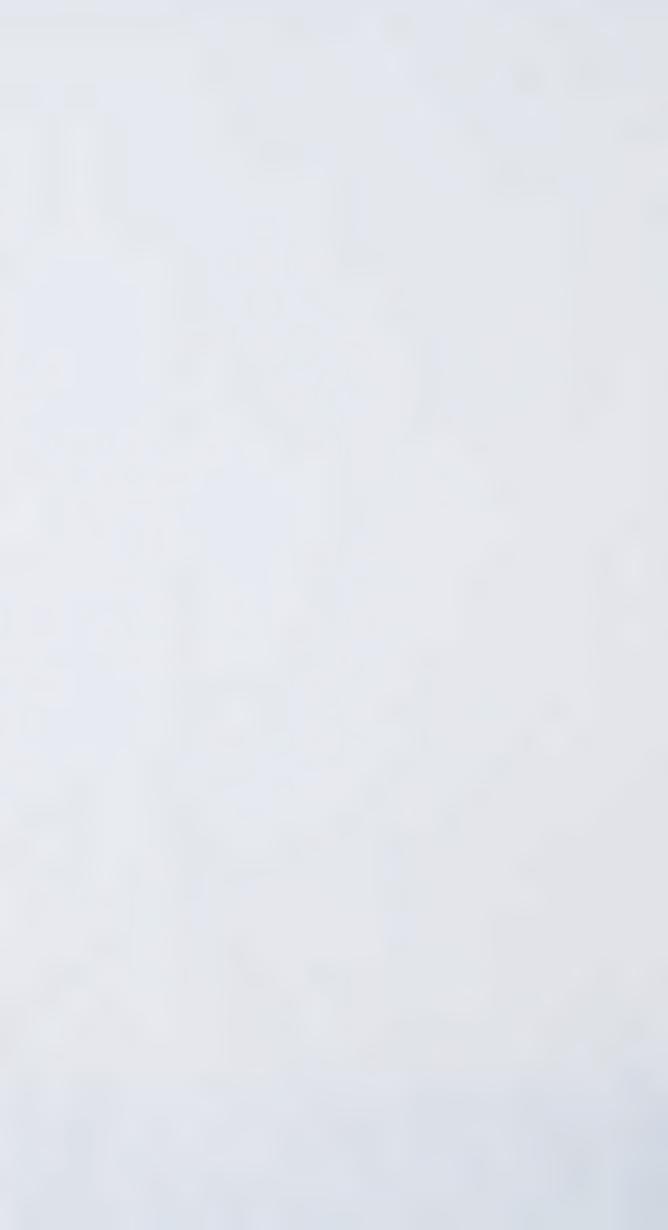
STLAWRENCE WATERWAY

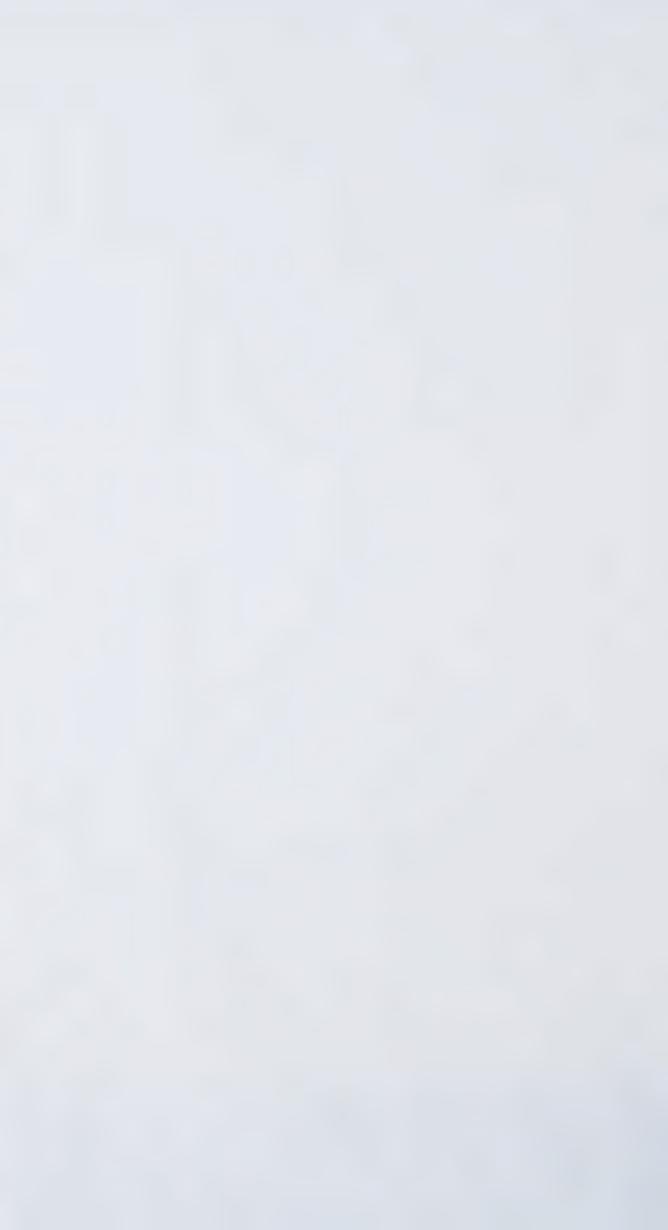
TYPES OF BANKS

ADOPTED FOR ESTIMATING PURPOSES

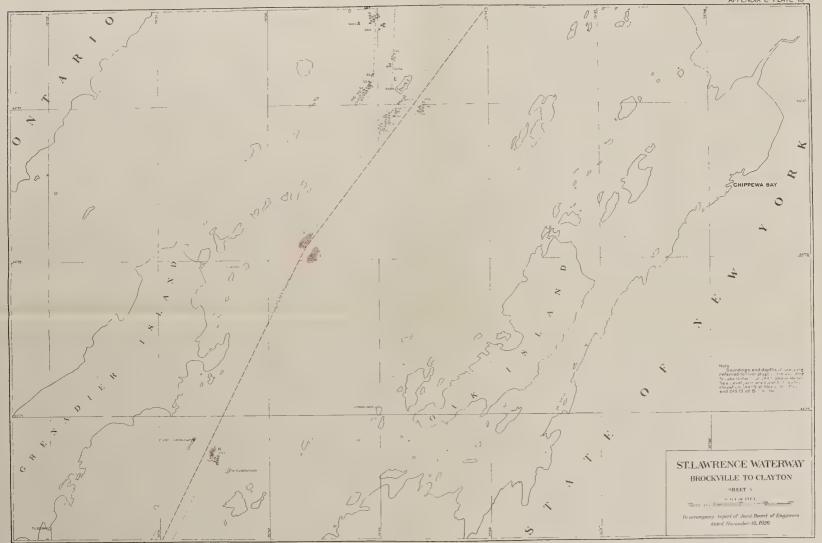
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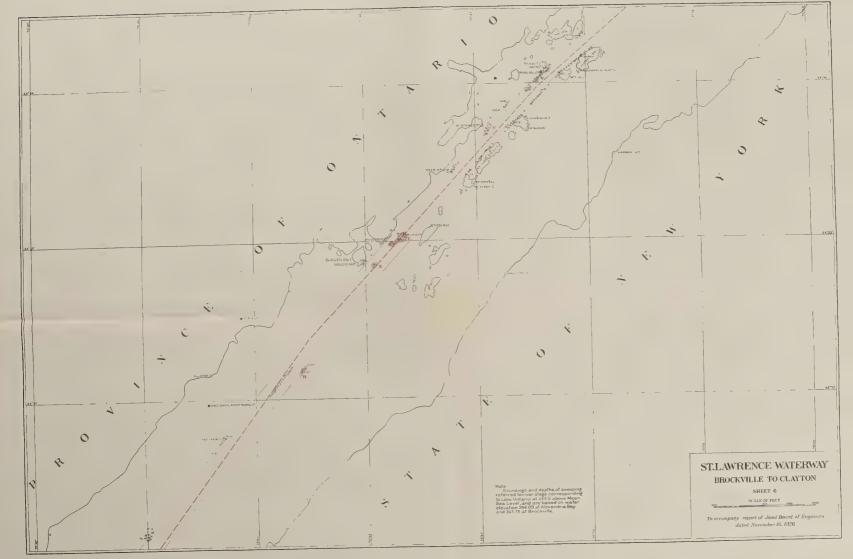


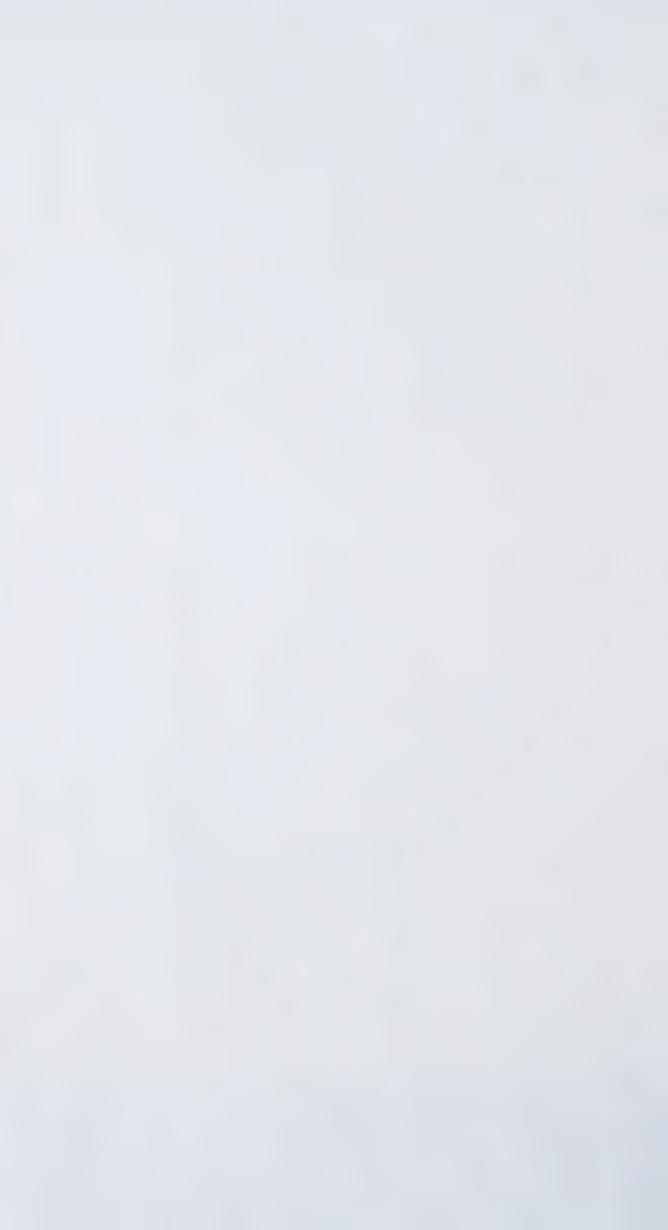


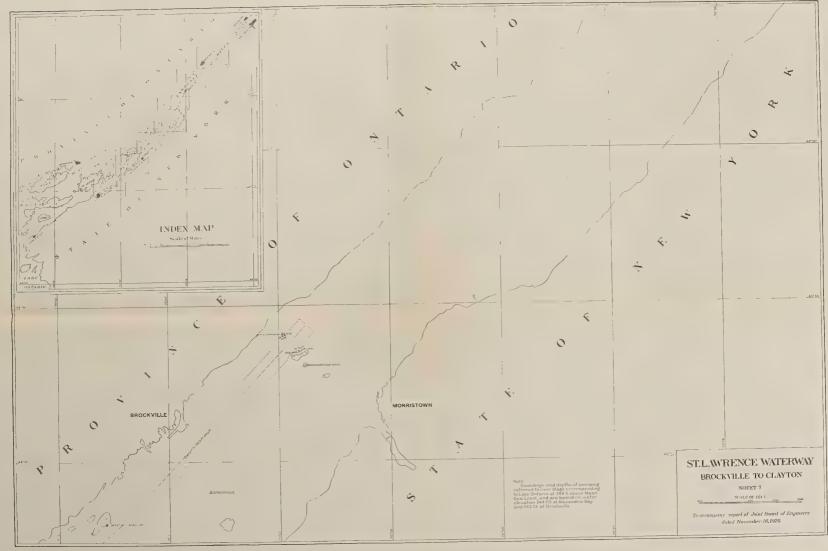


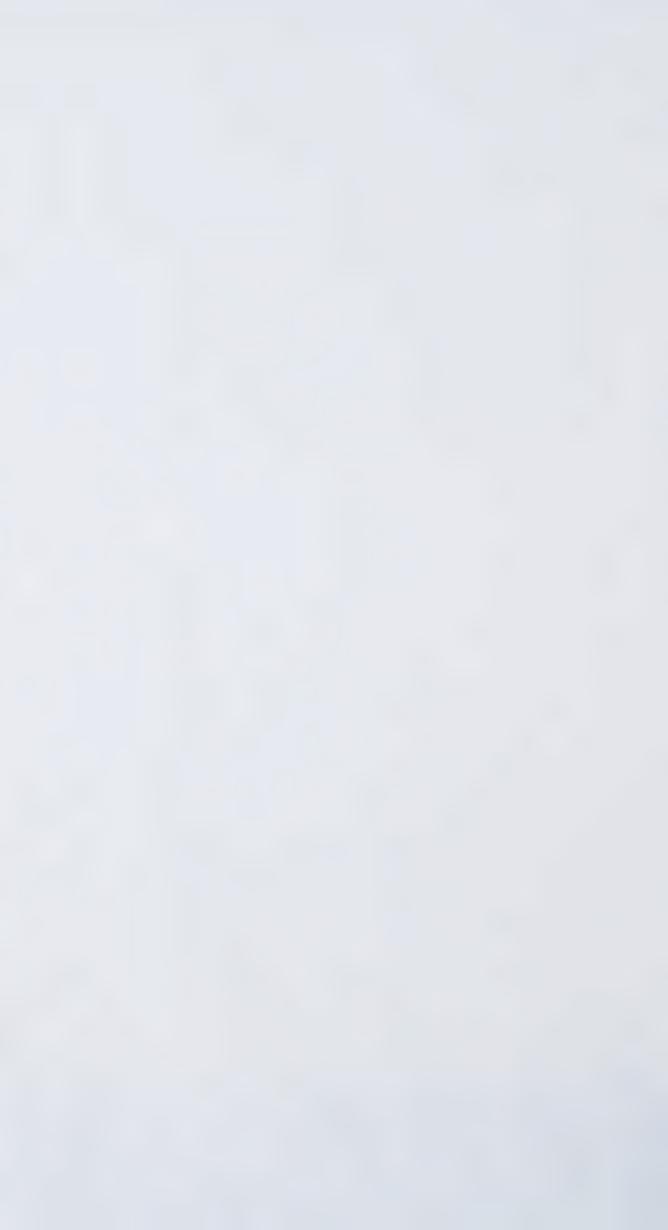




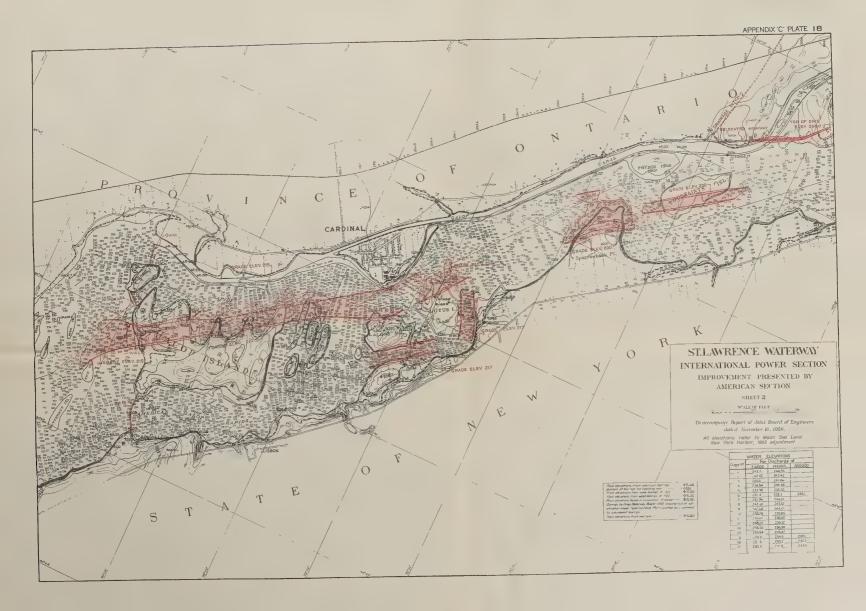


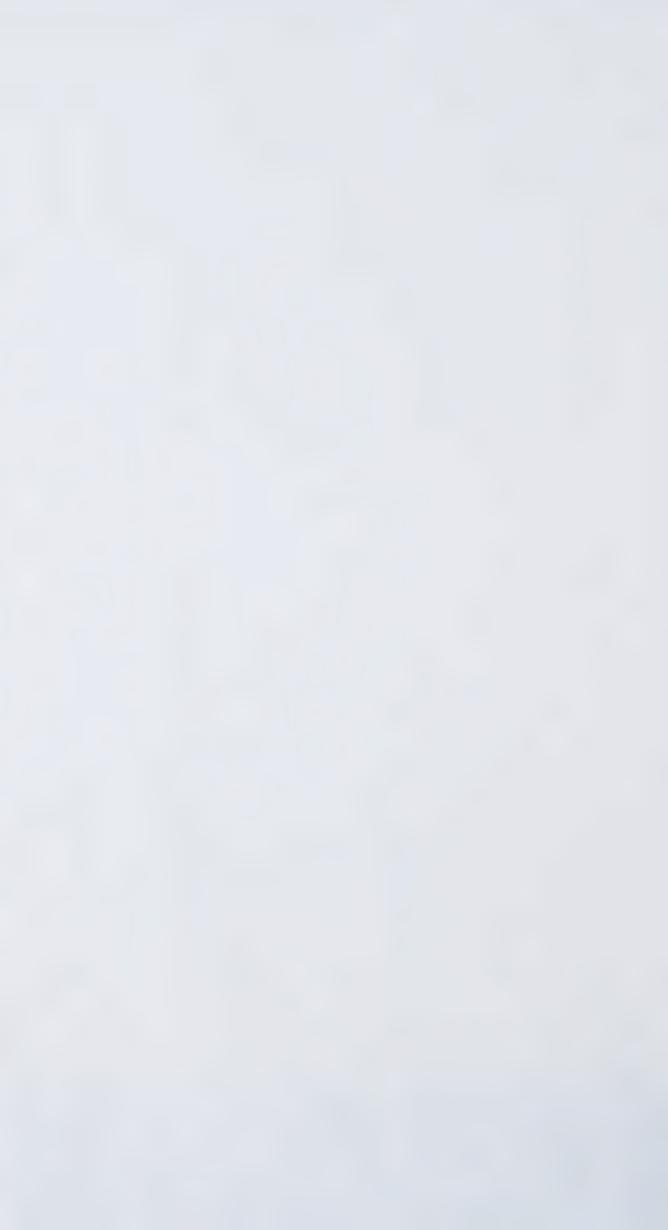


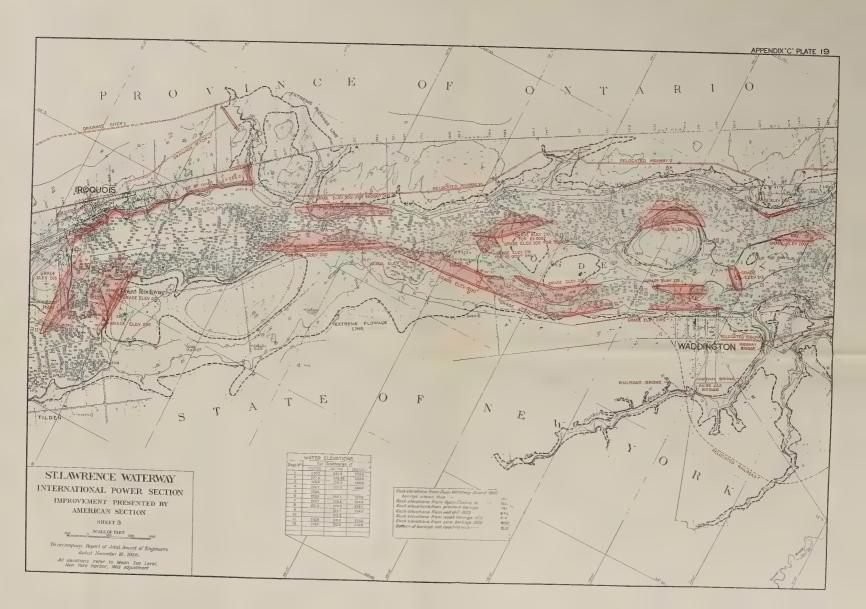


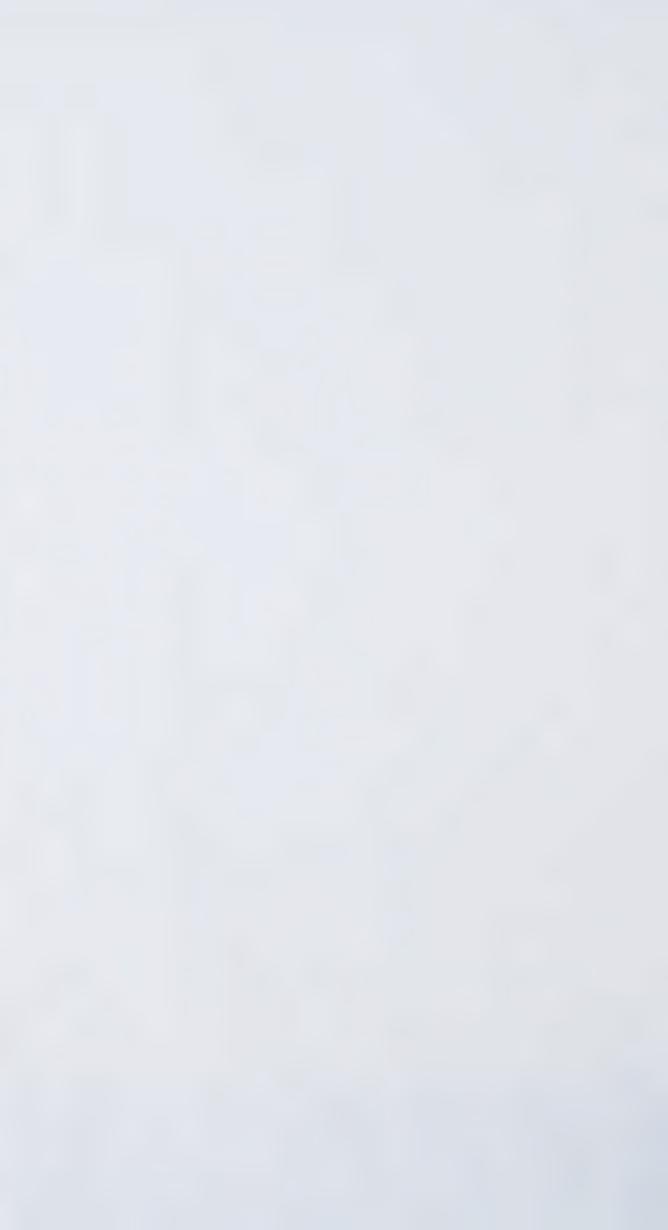


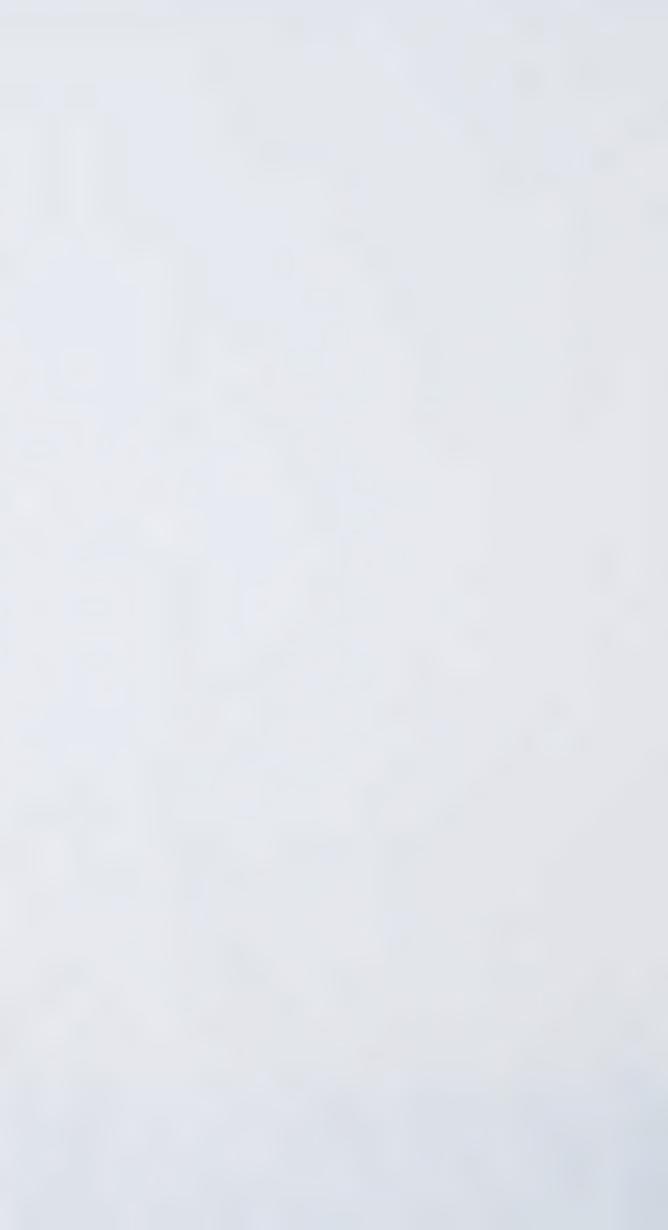


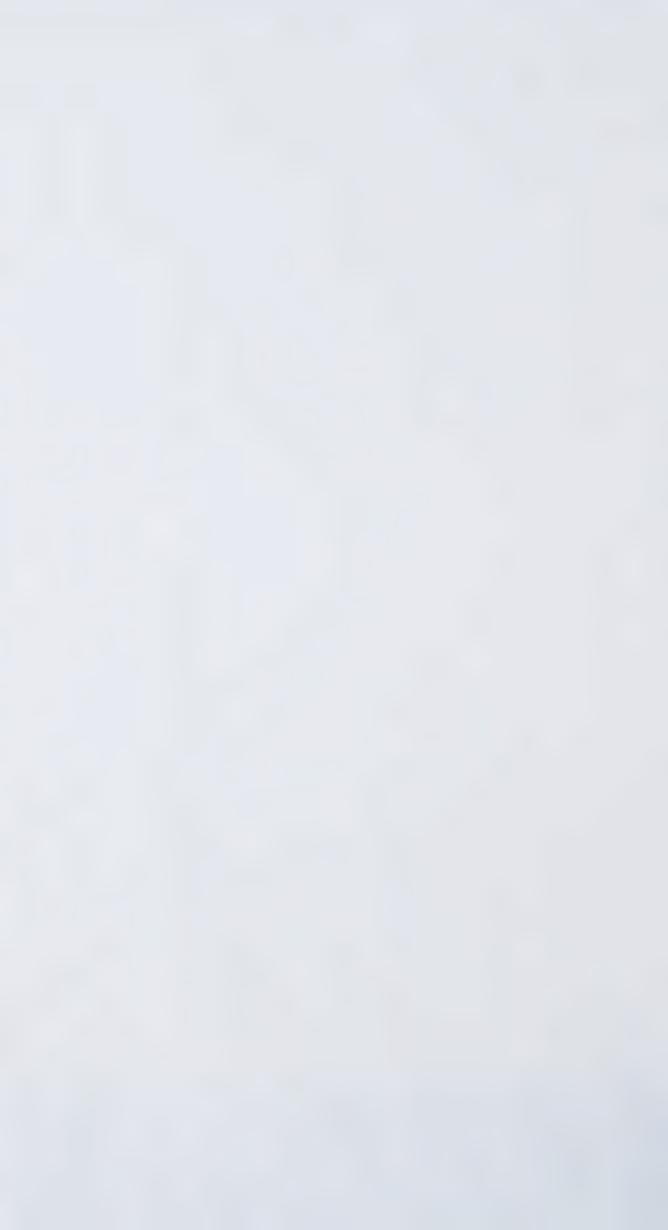


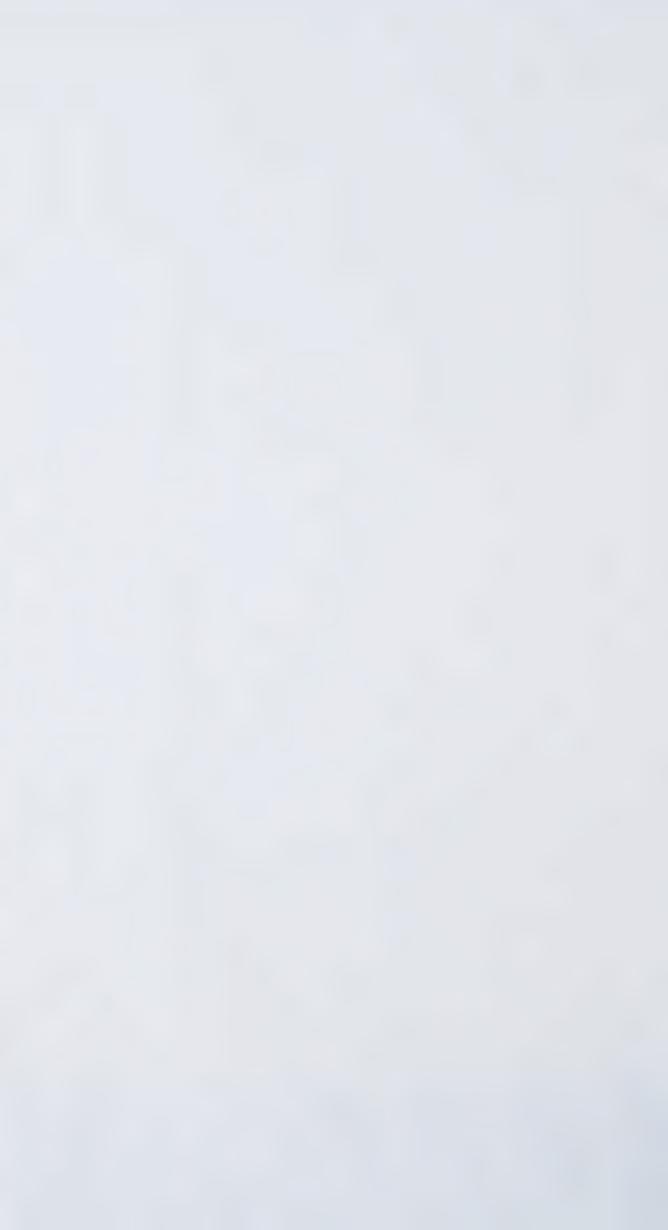


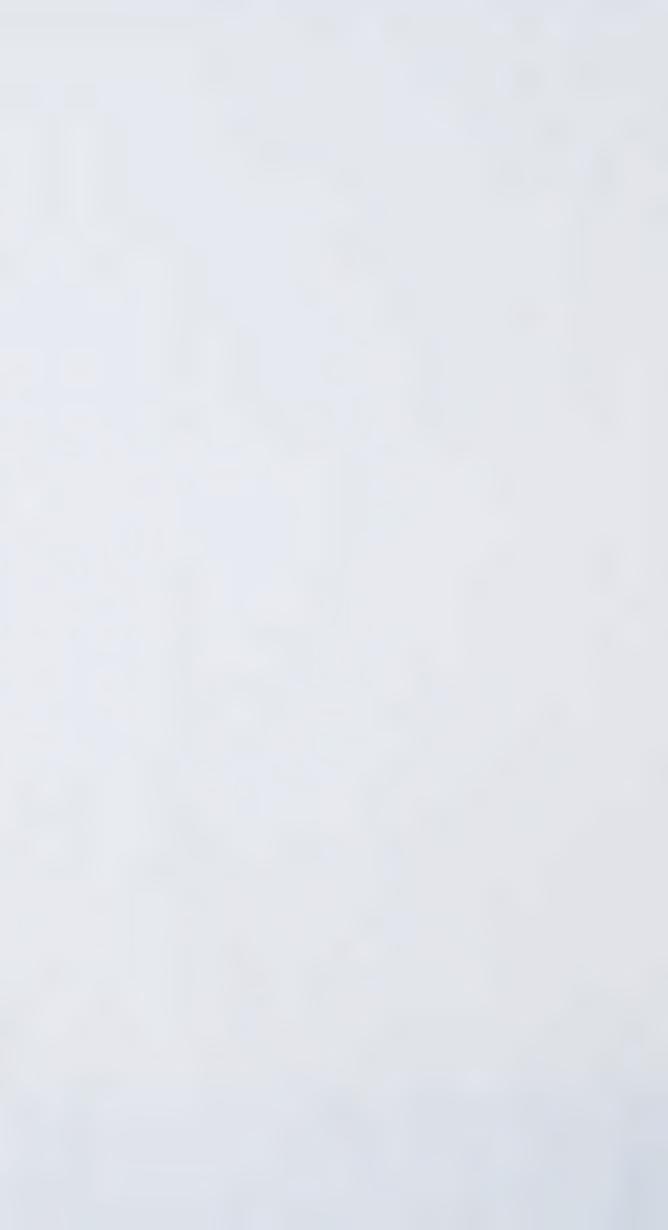


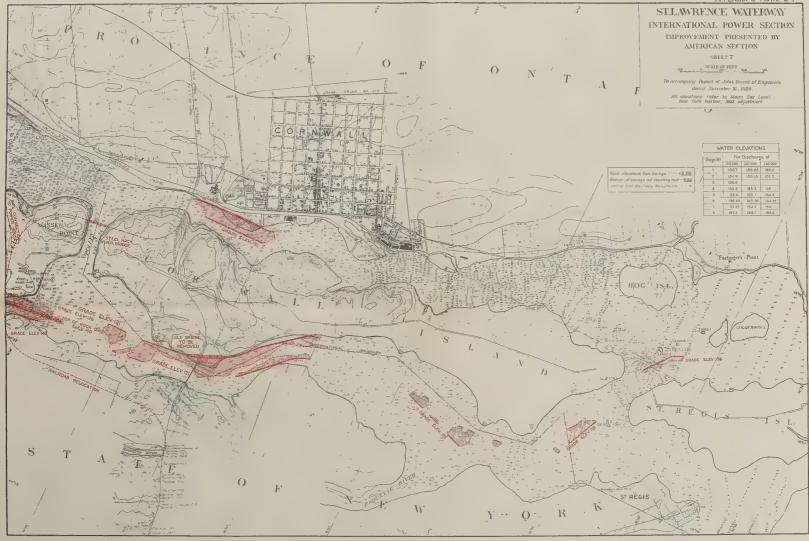




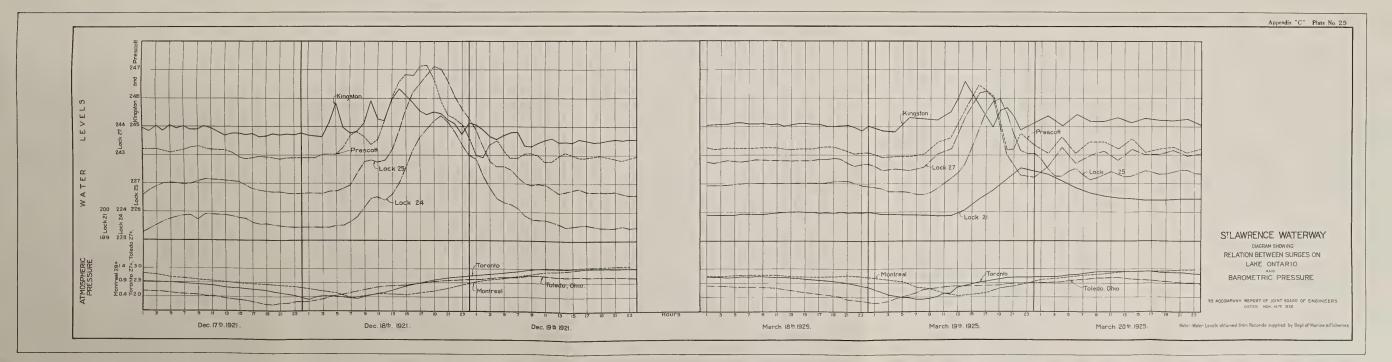


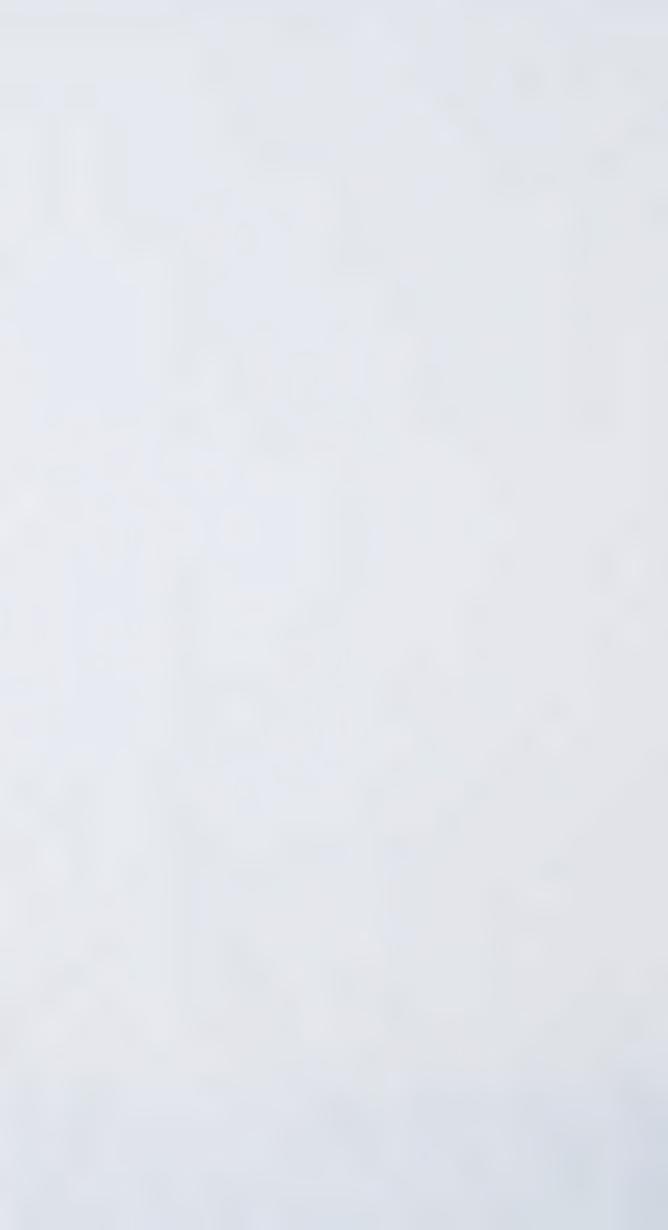




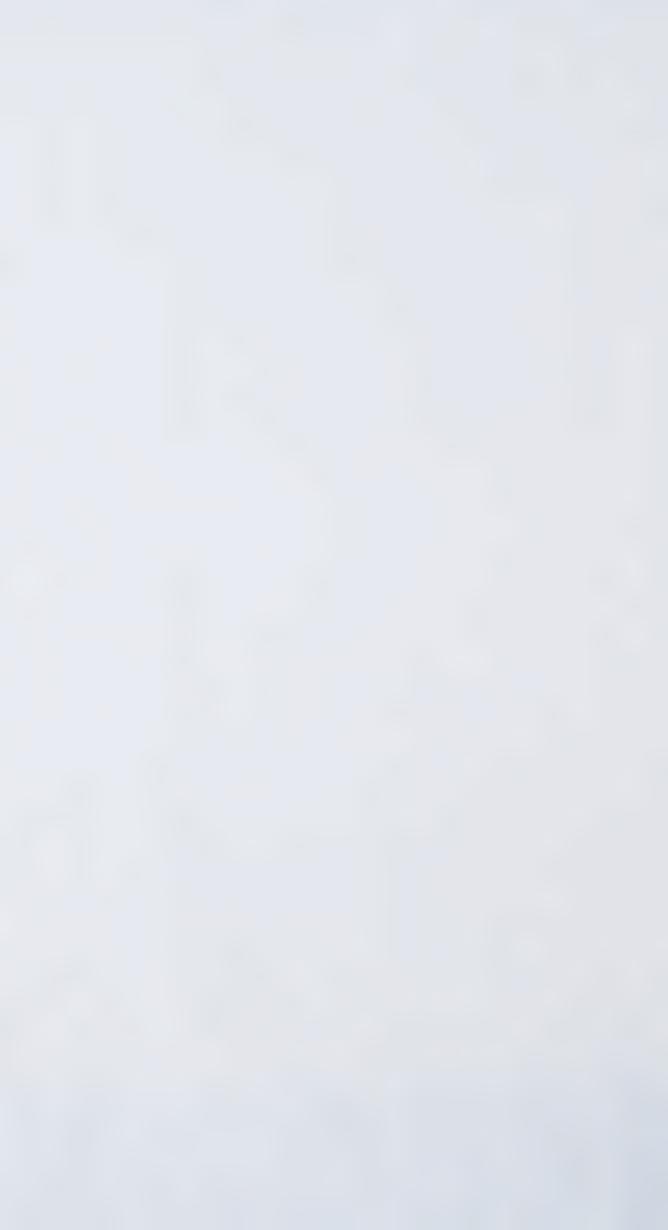


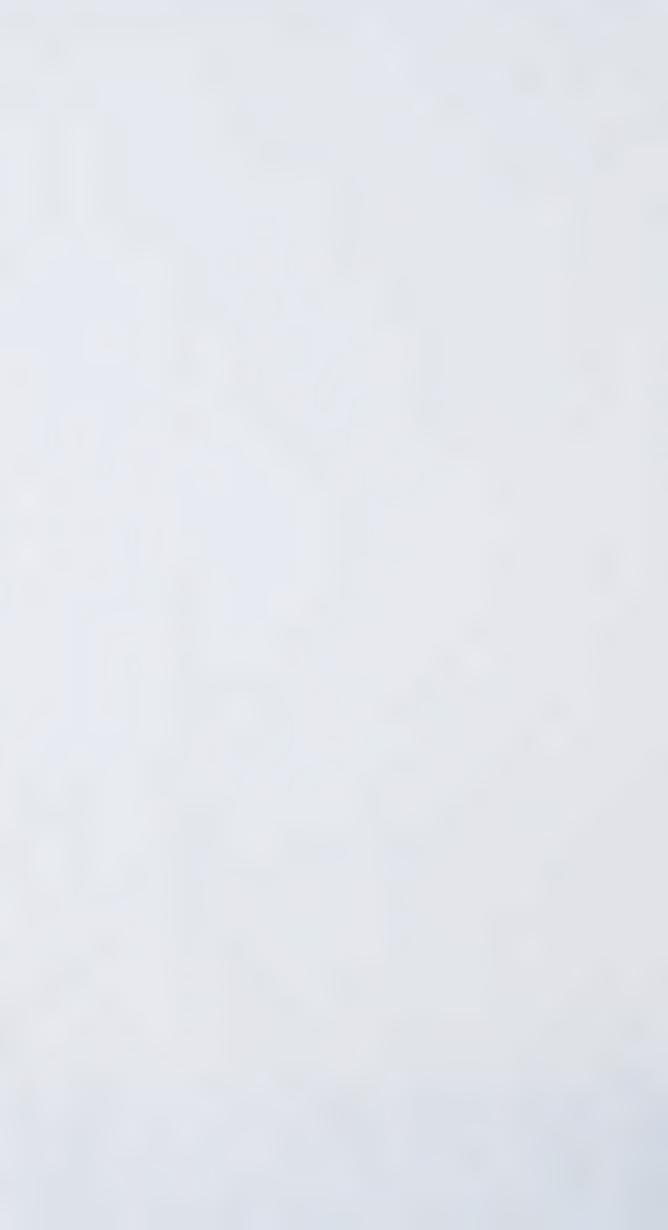


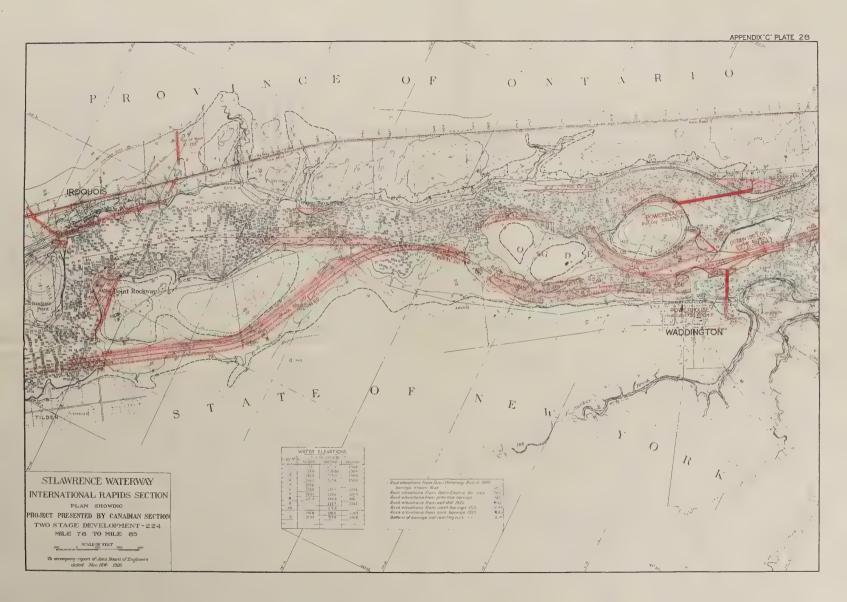




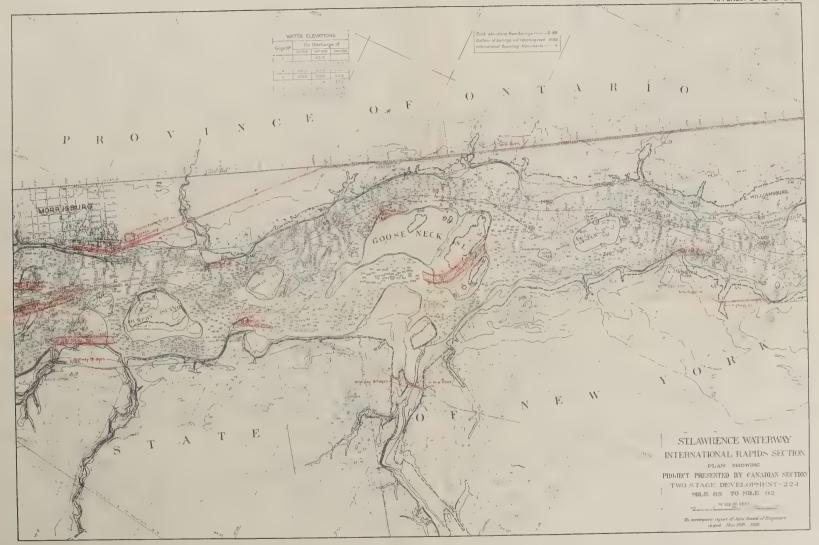


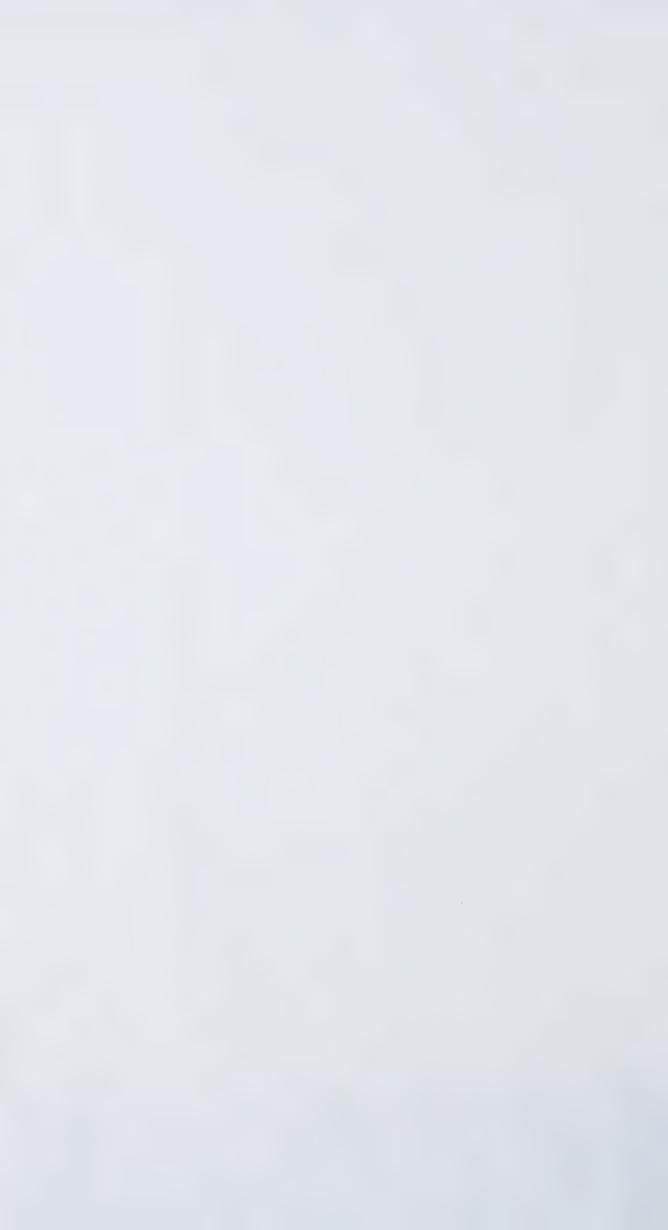


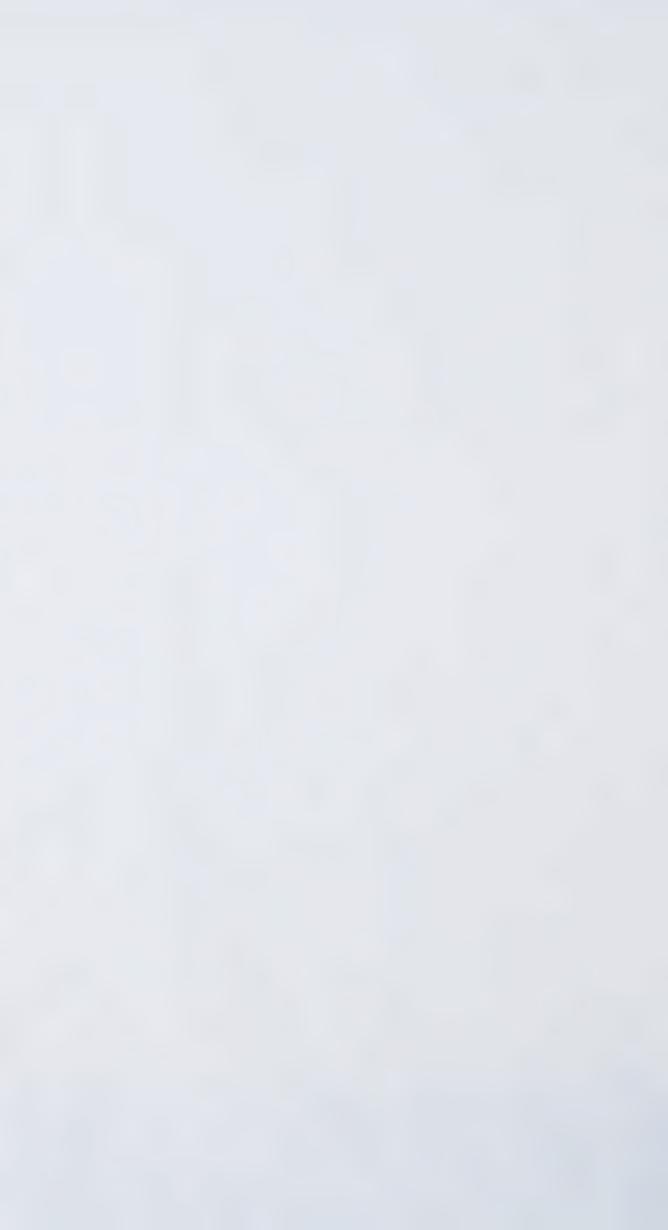






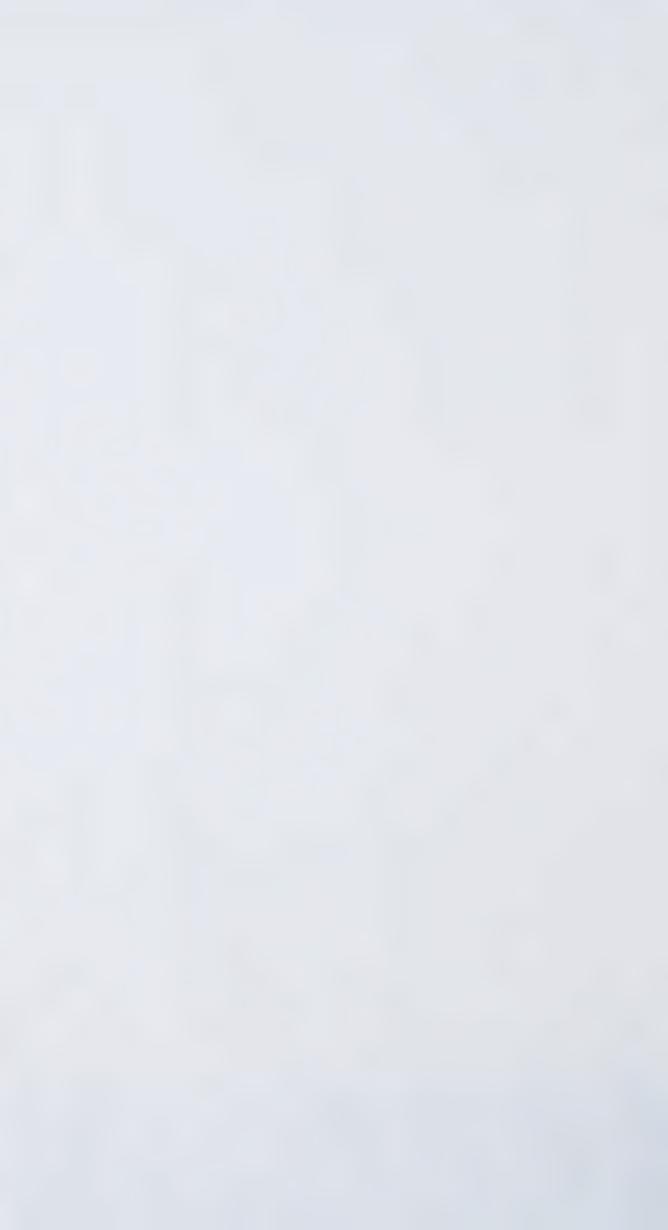


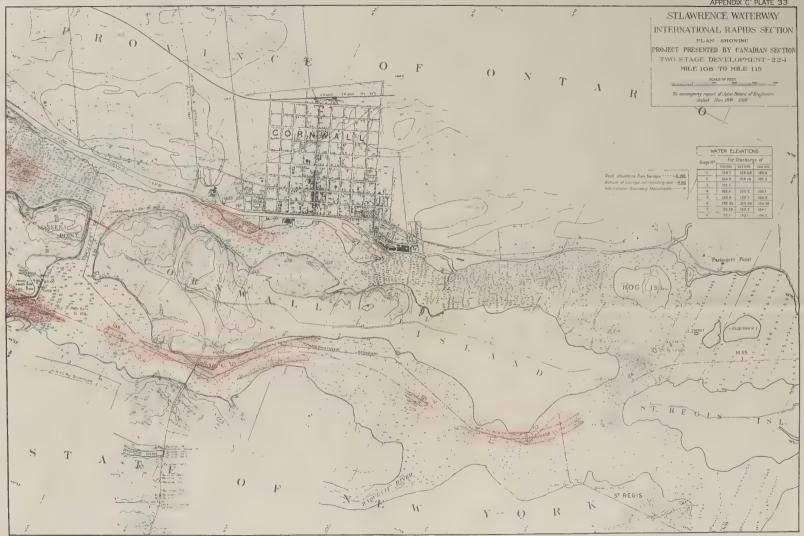


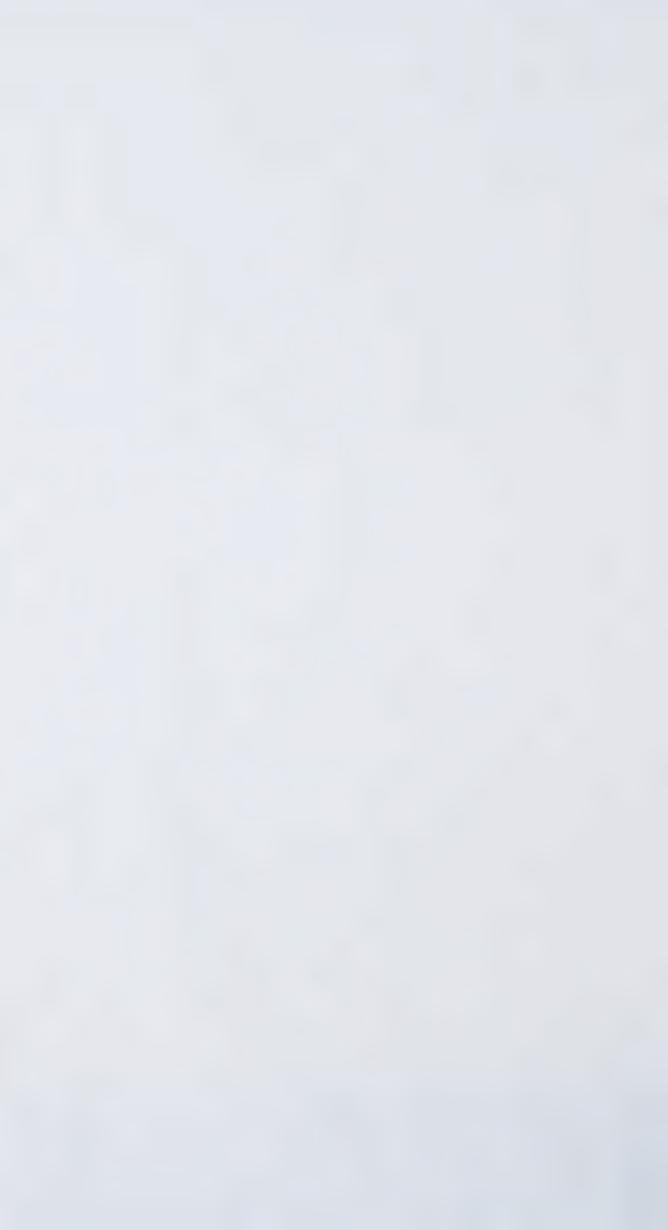


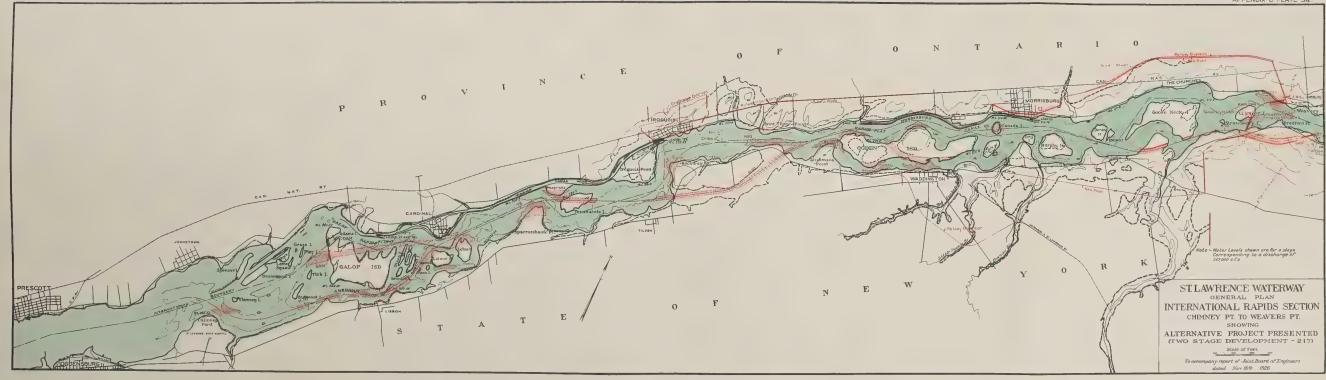


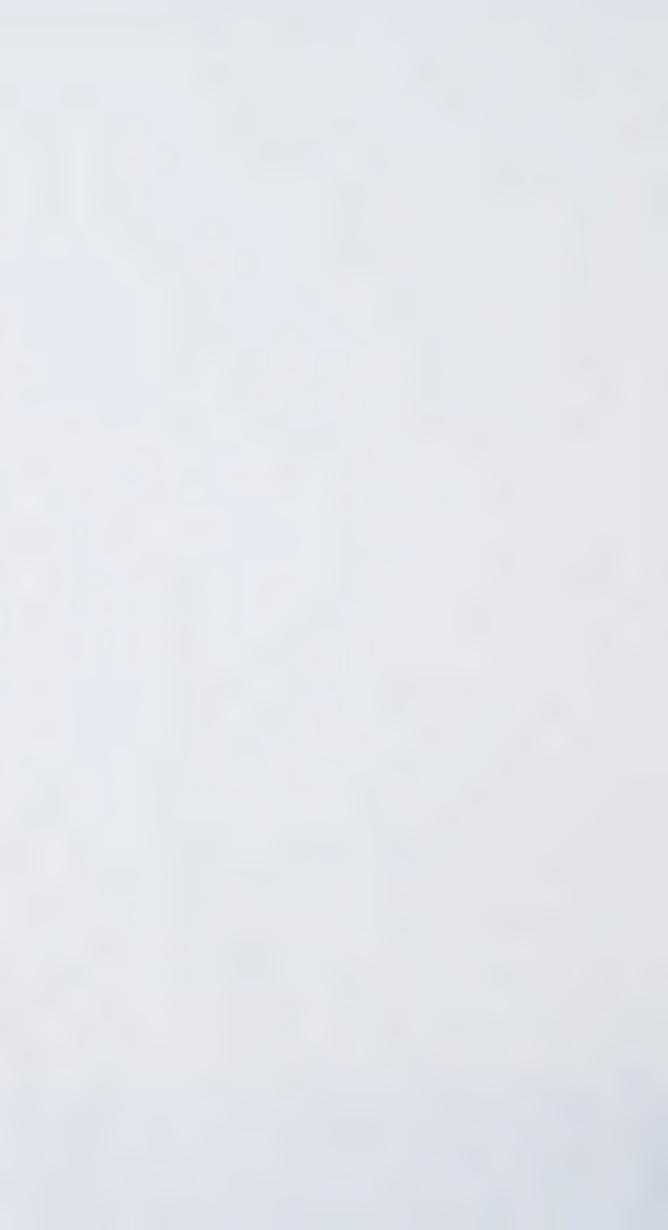


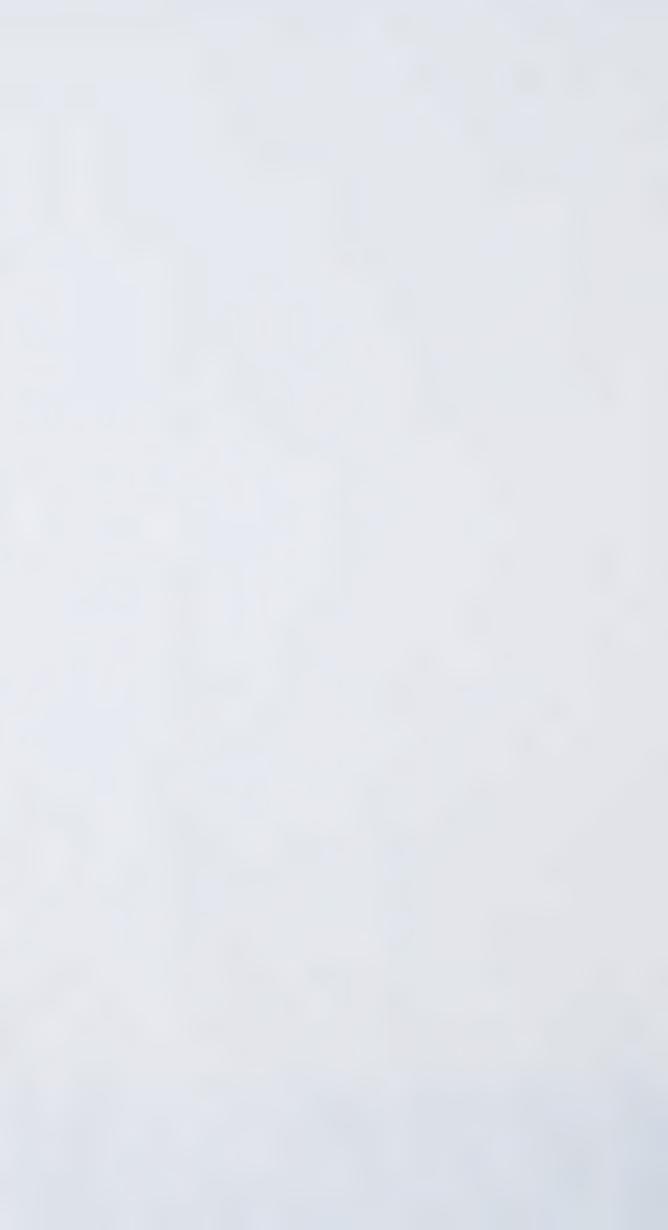


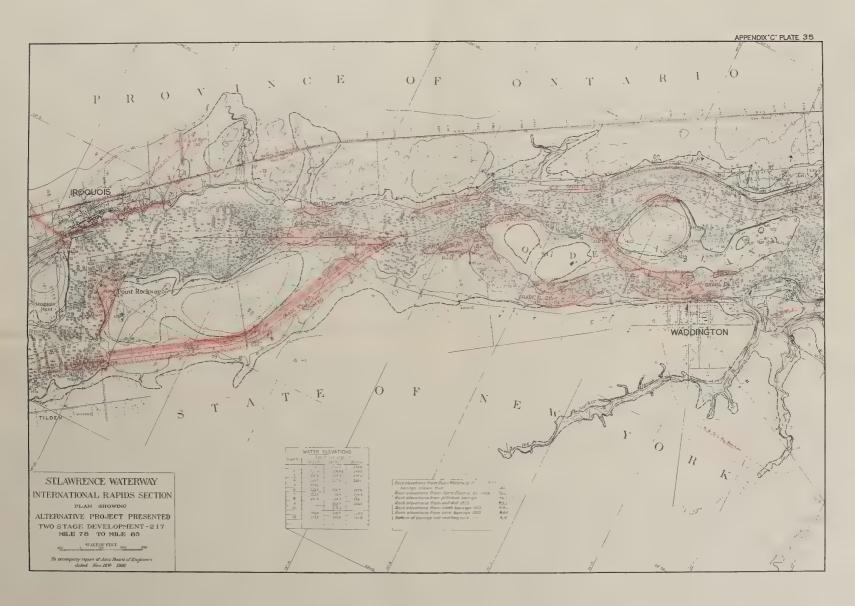




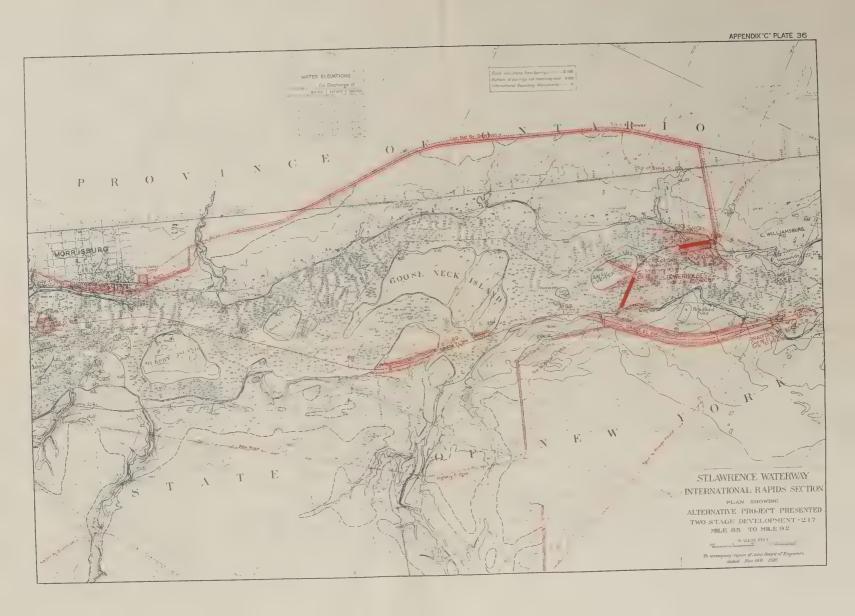


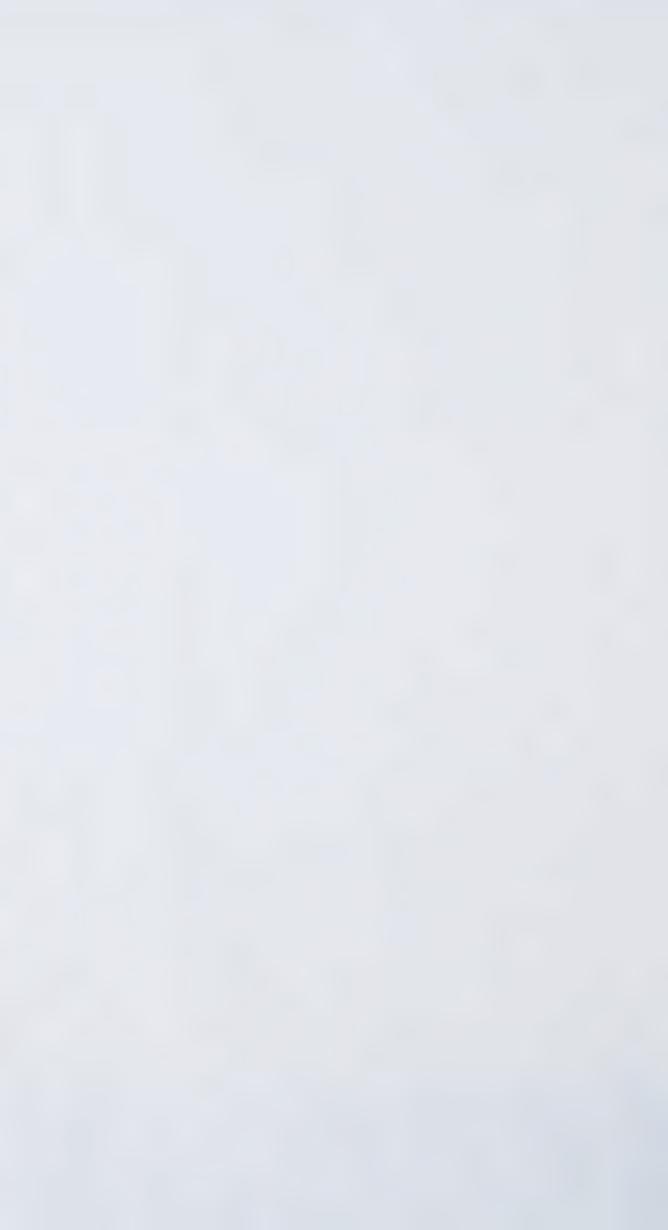


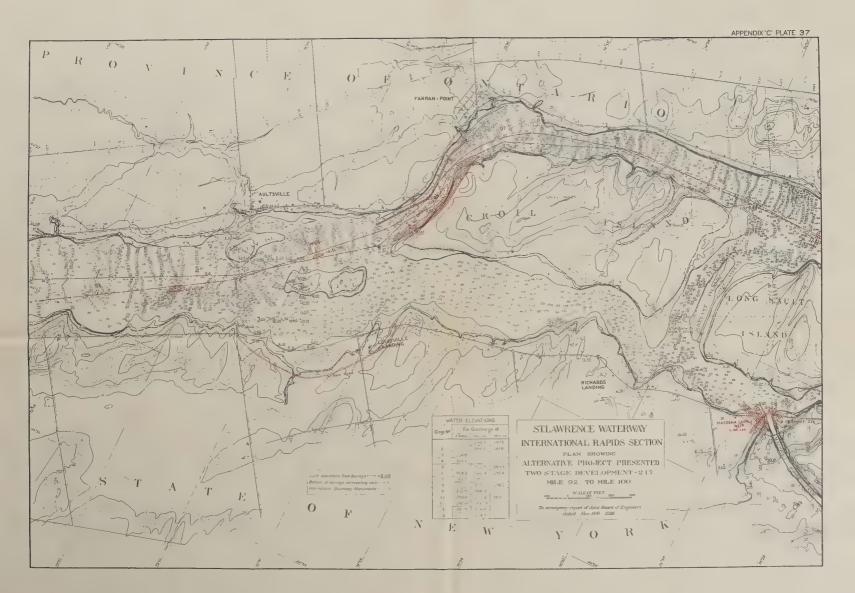


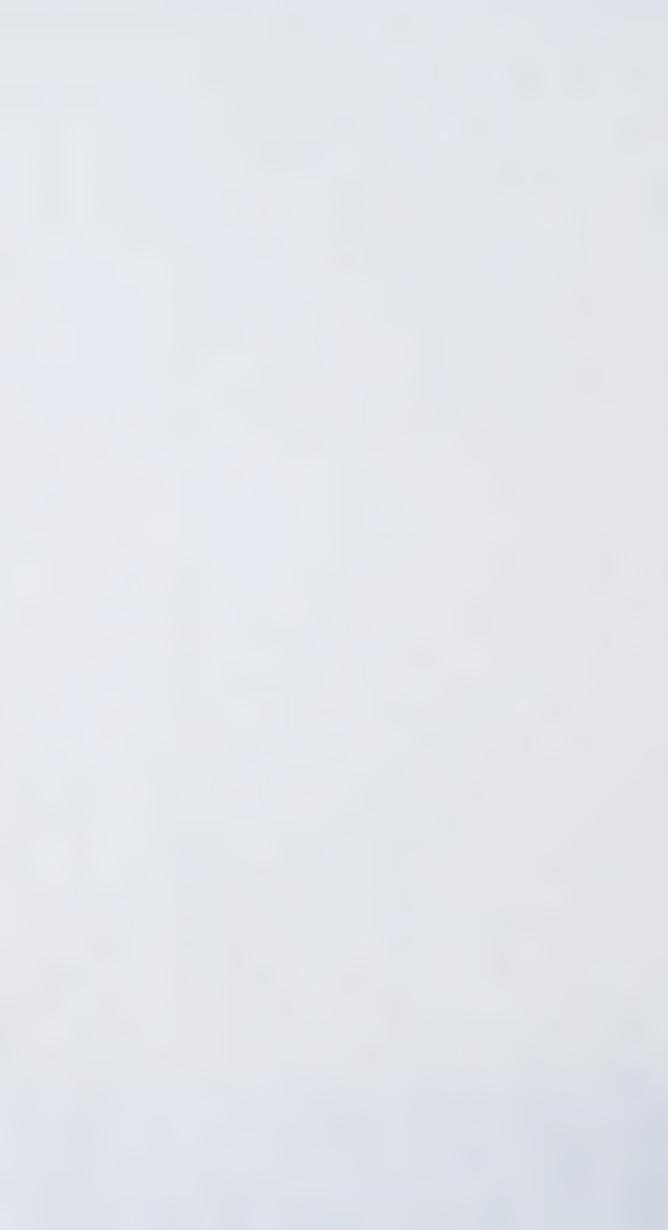


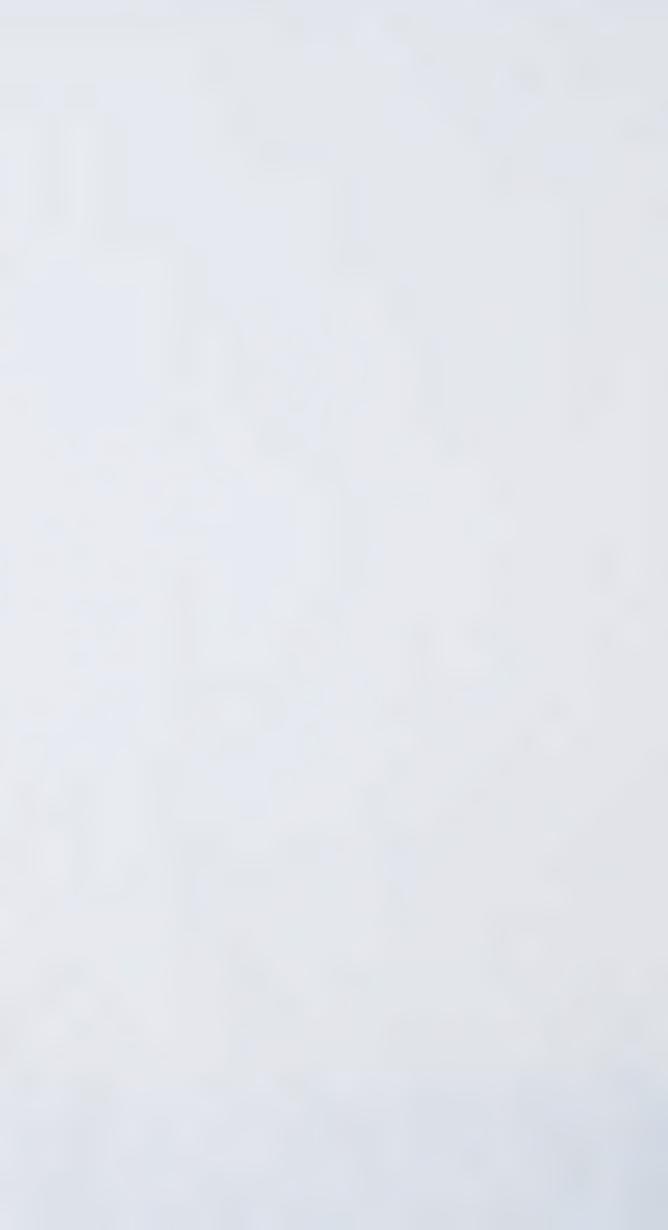


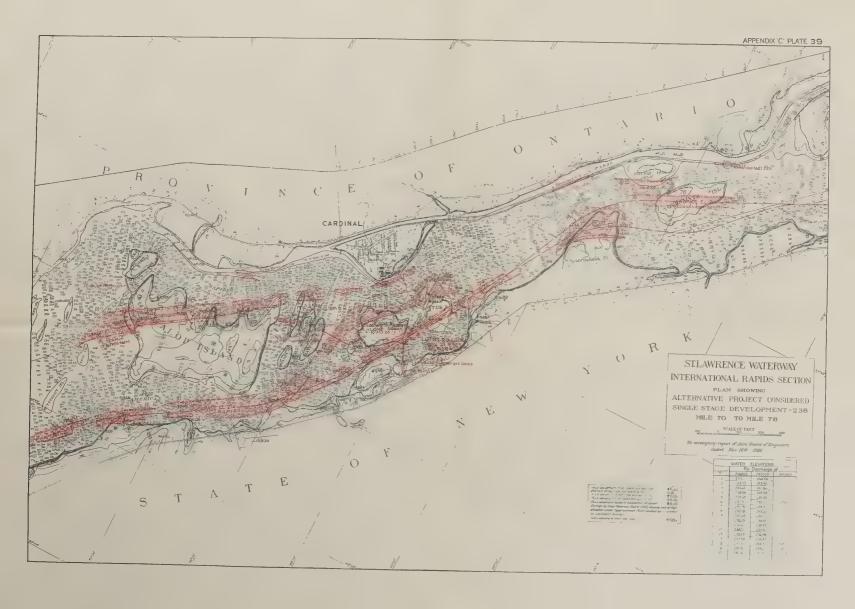


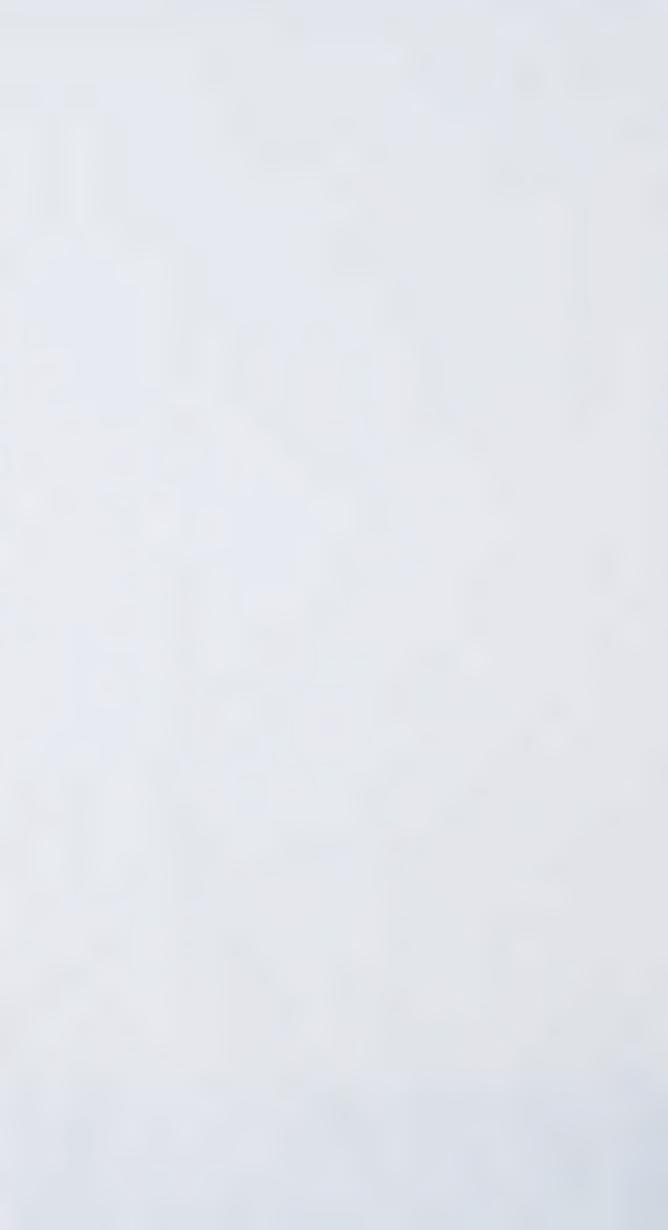


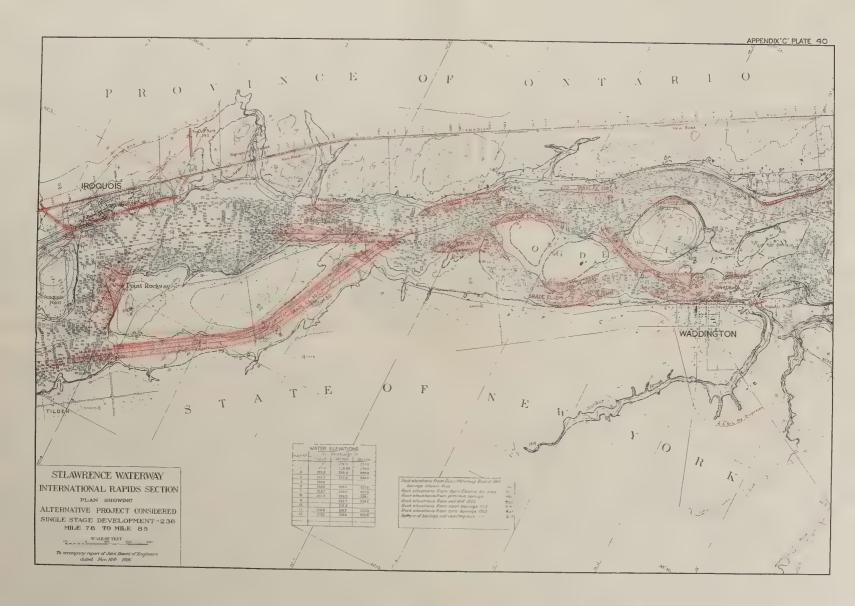


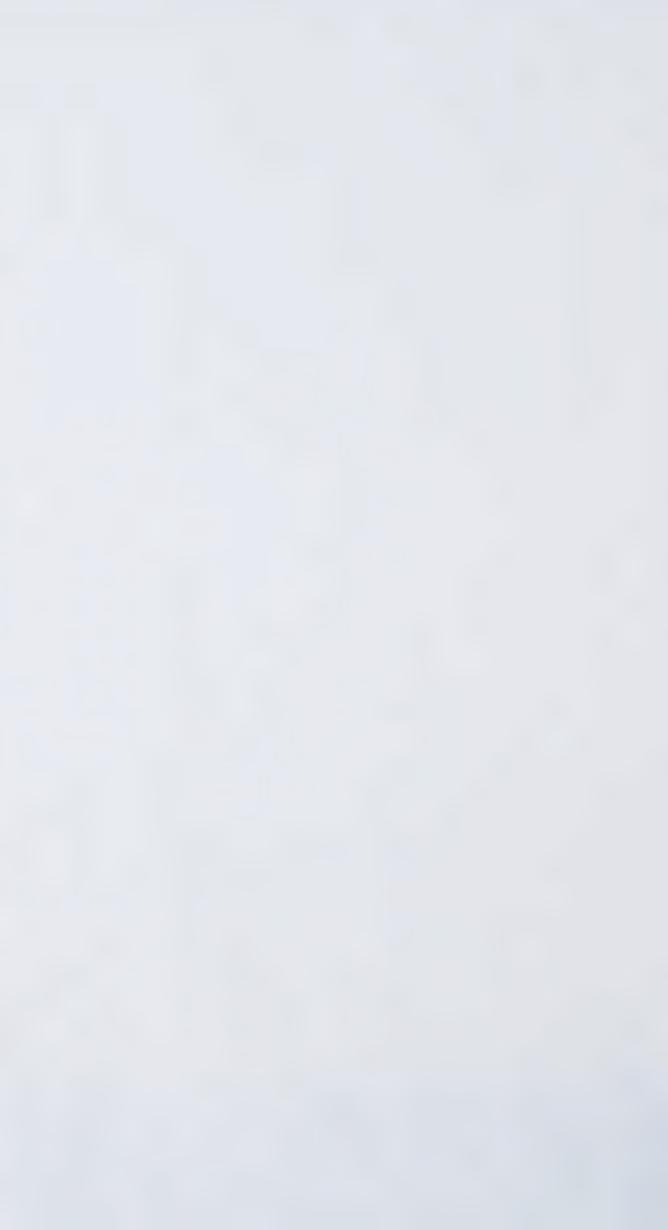


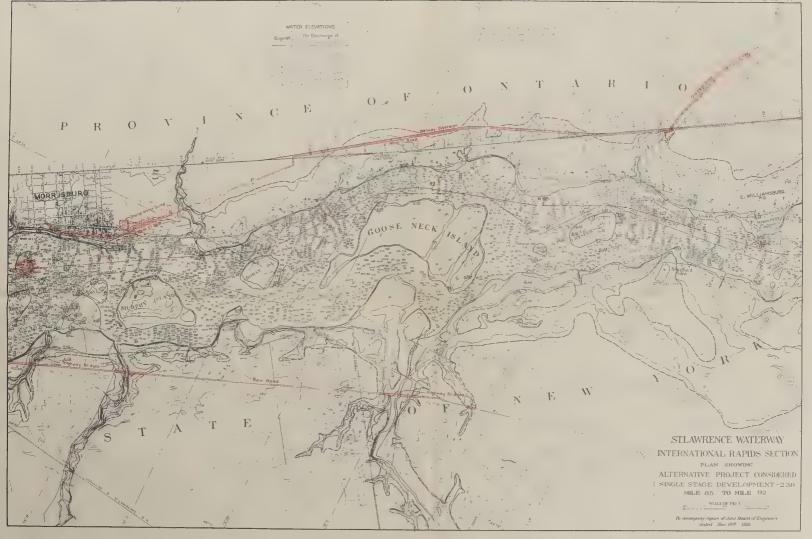




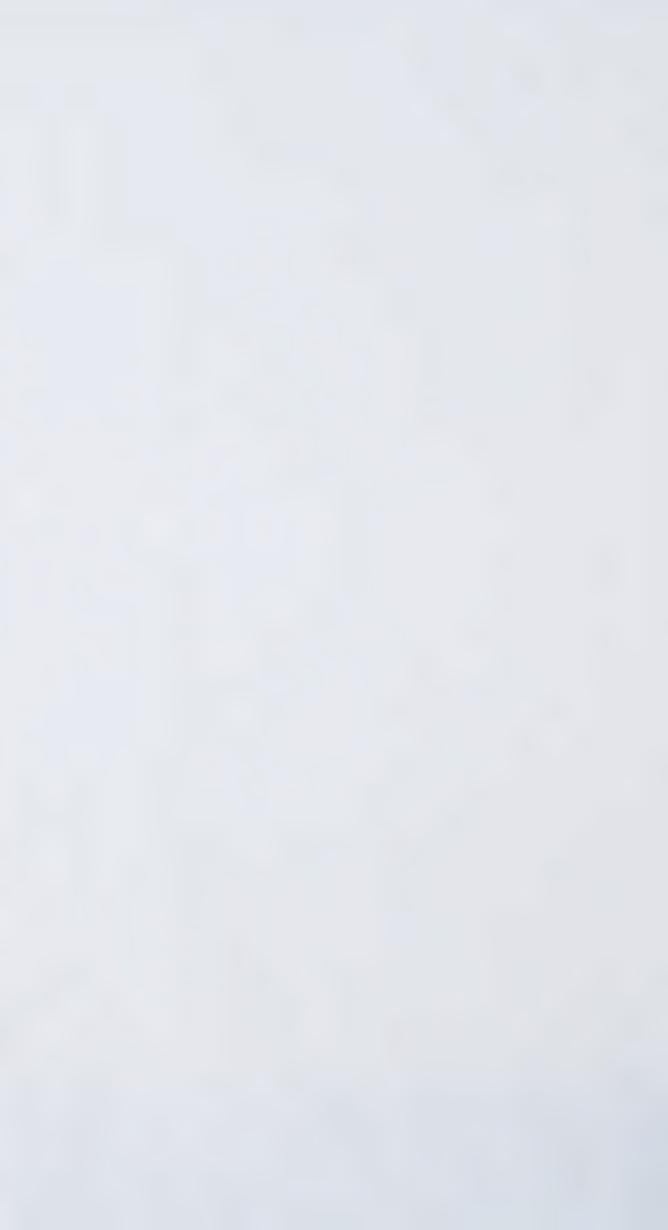


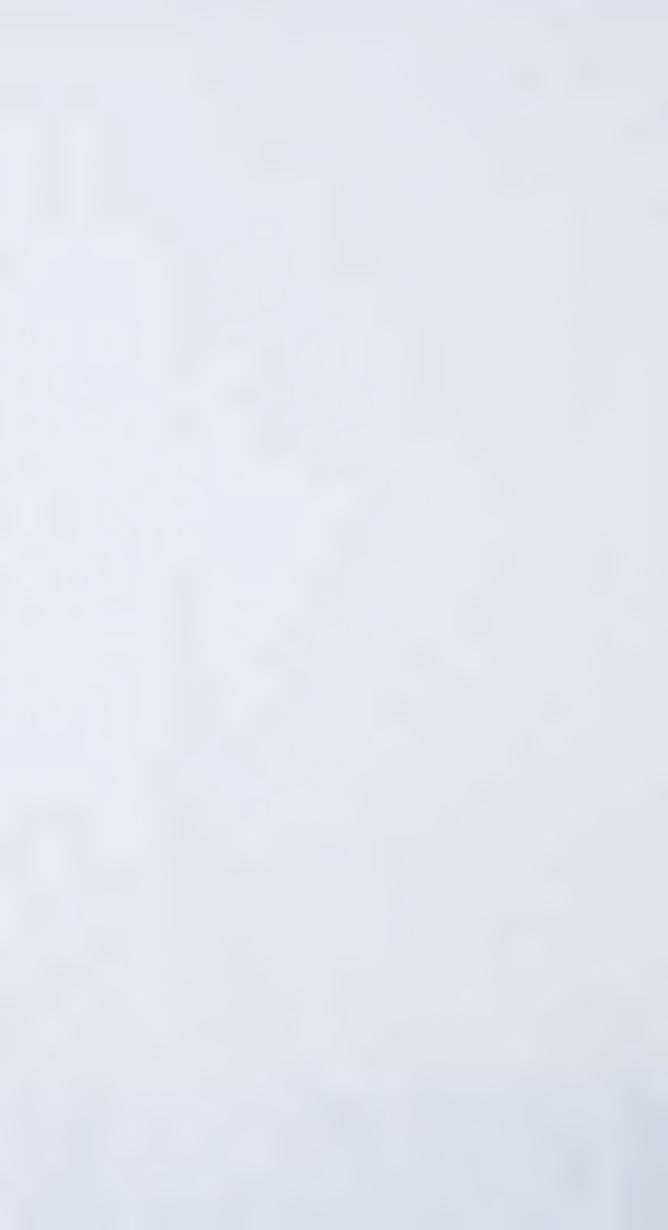


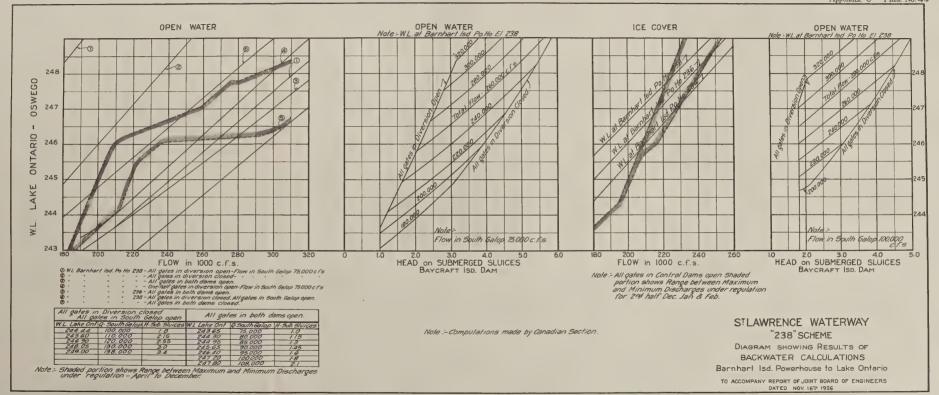






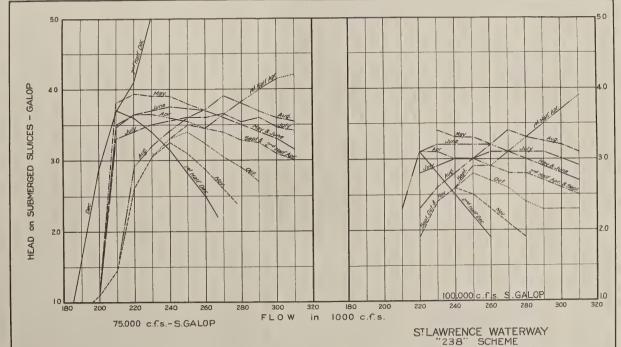












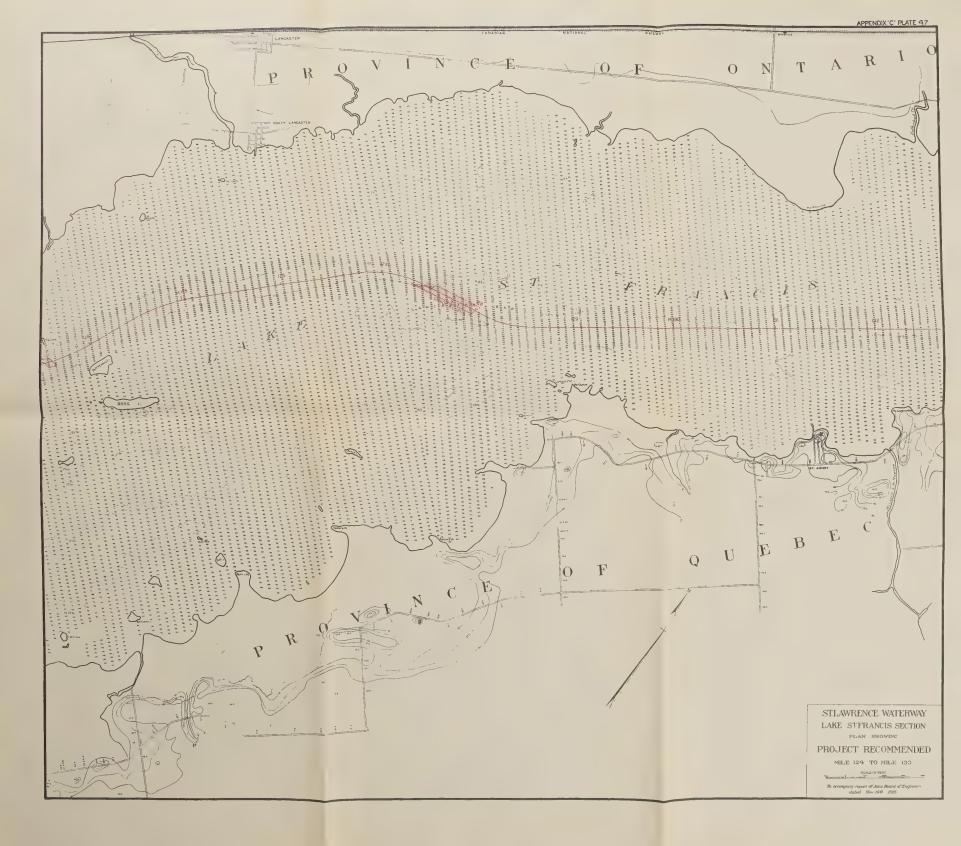
Note: Computations made by Canadian Section.

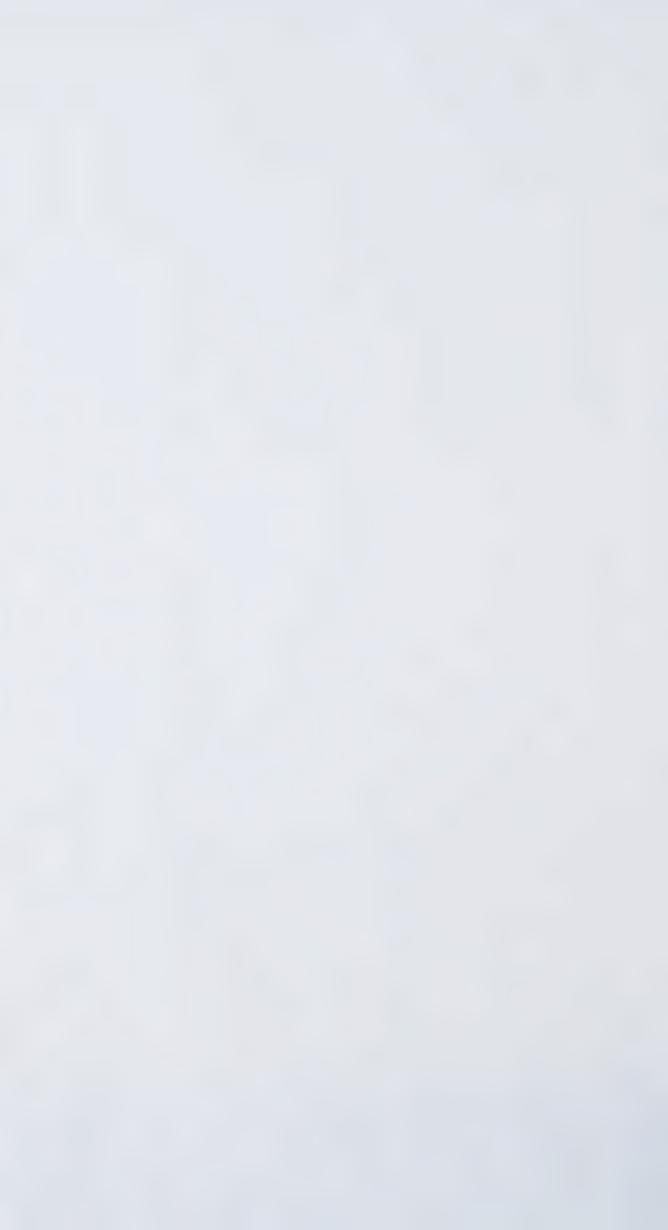
"238" SCHEME
Diagram showing the relation between
HEAD on SUBMERGED SLUICES at GALOP
and

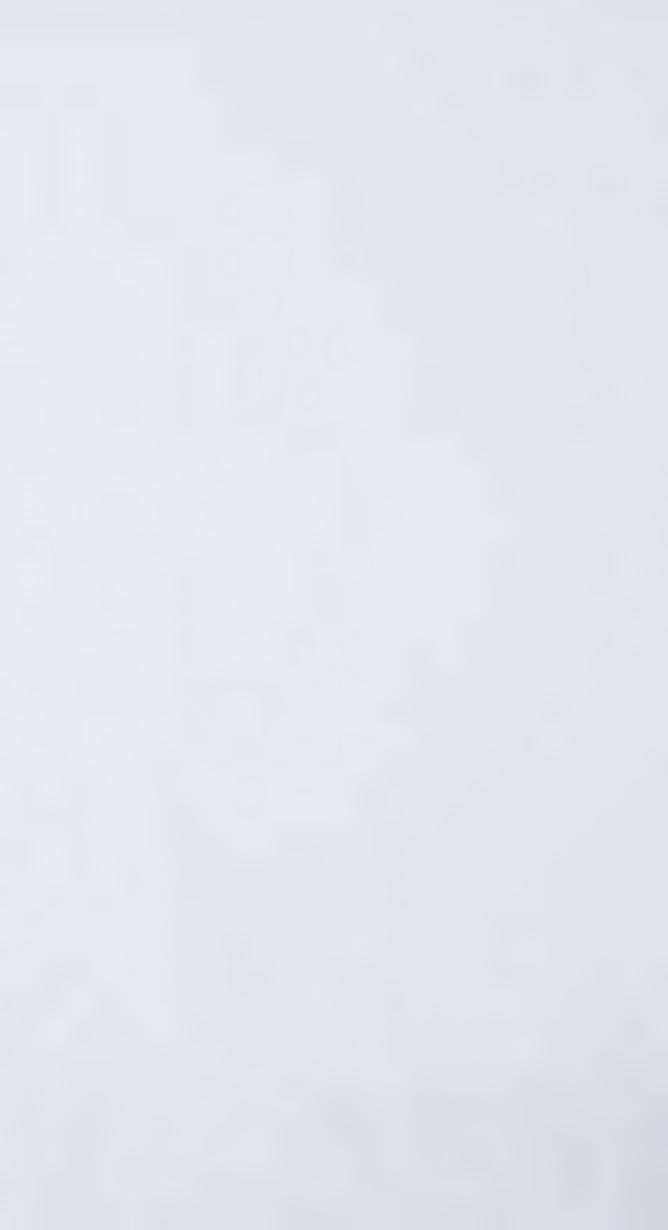
FLOW UNDER REGULATION
TO ACCOMPANY REPORT OF JOINT BOARD OF ENGINEERS
DATED NOV. 16 THE 1926.

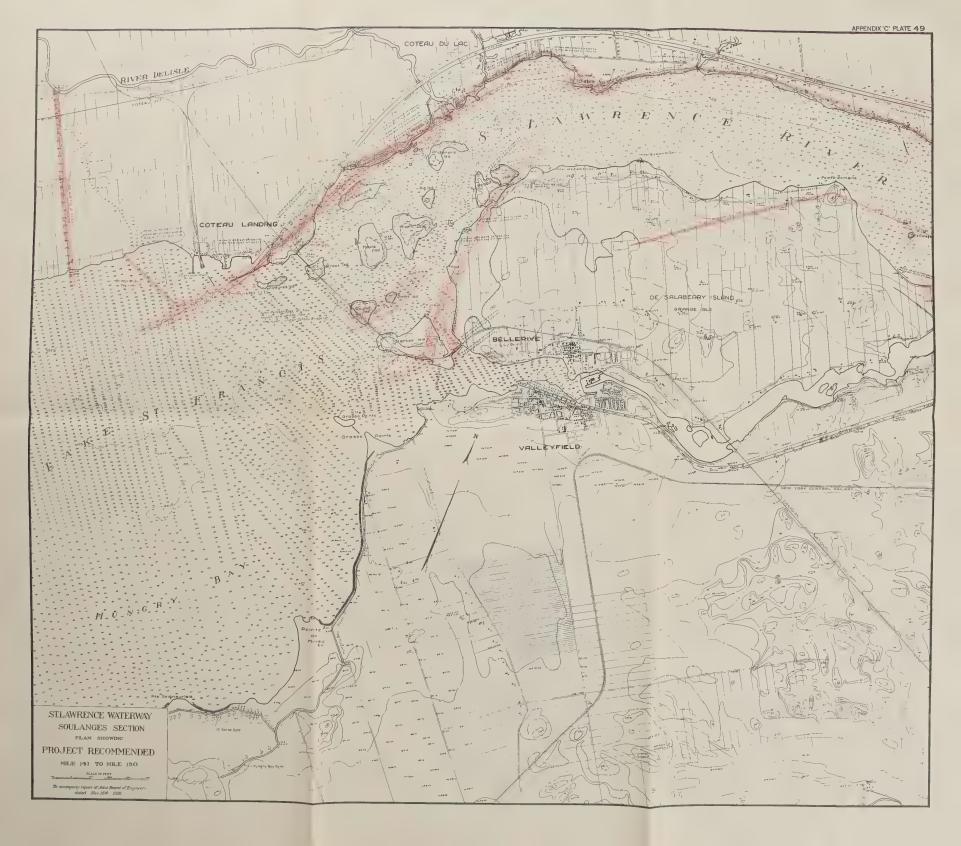


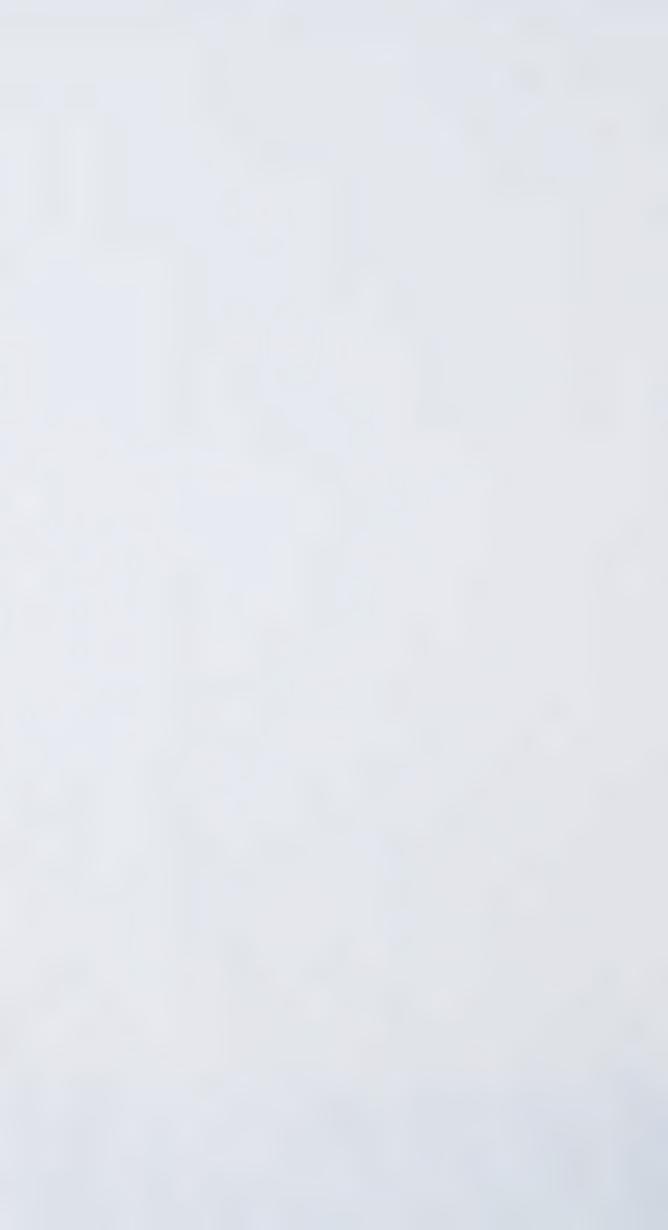


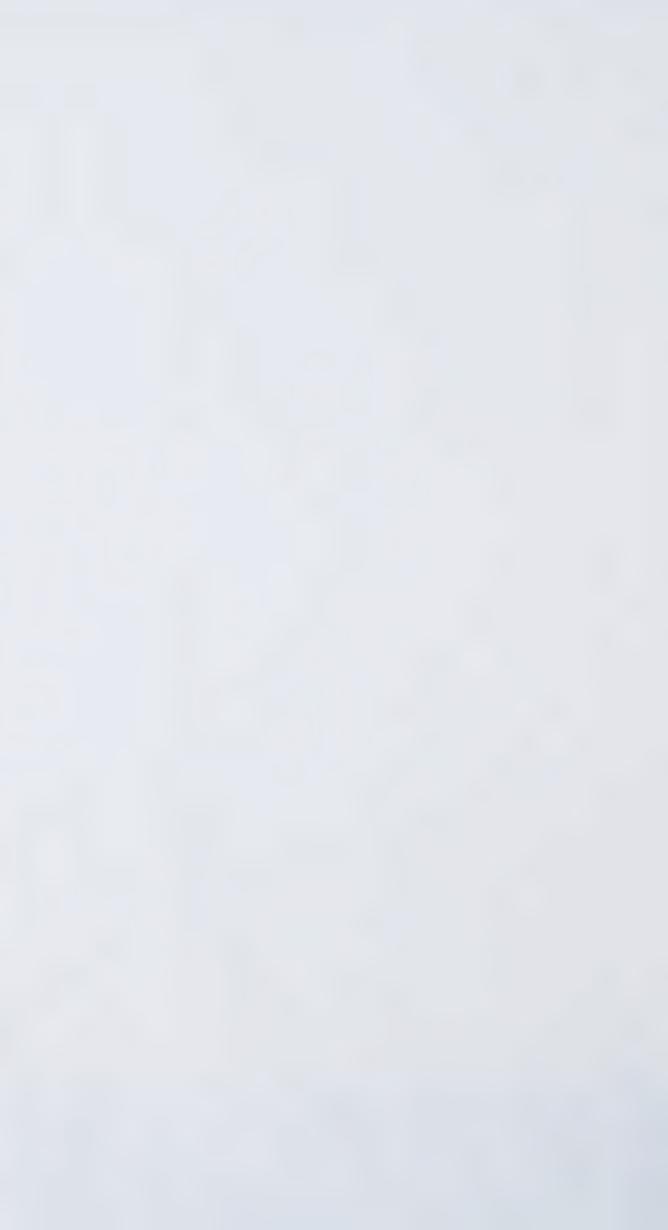


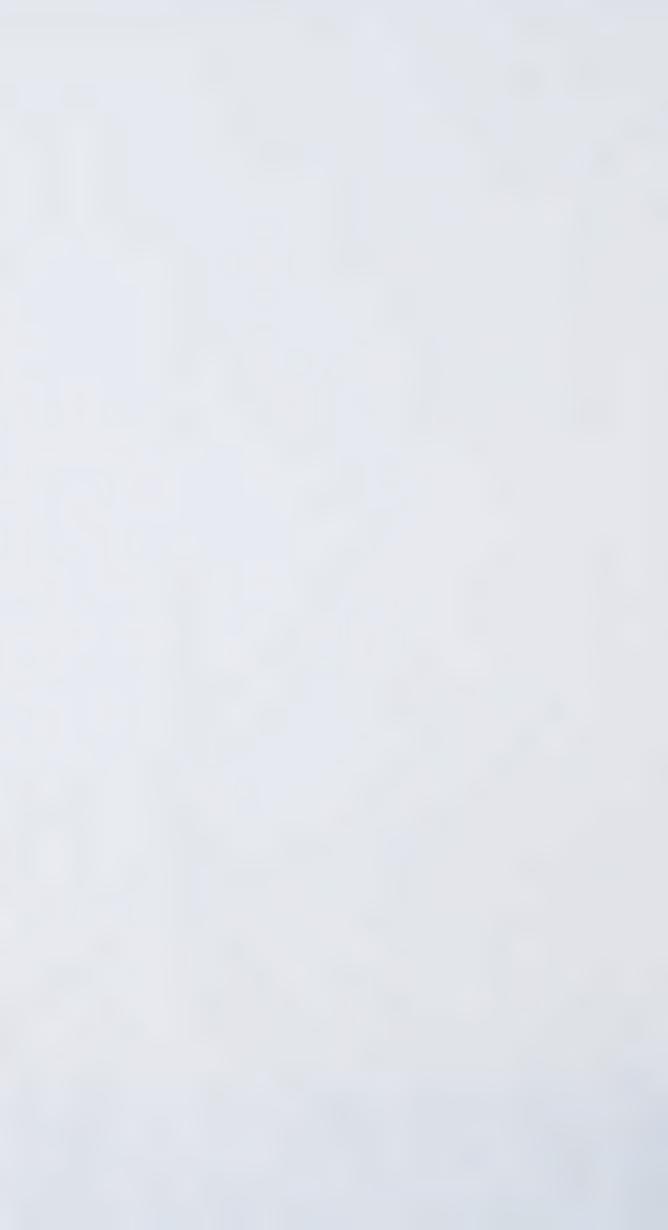




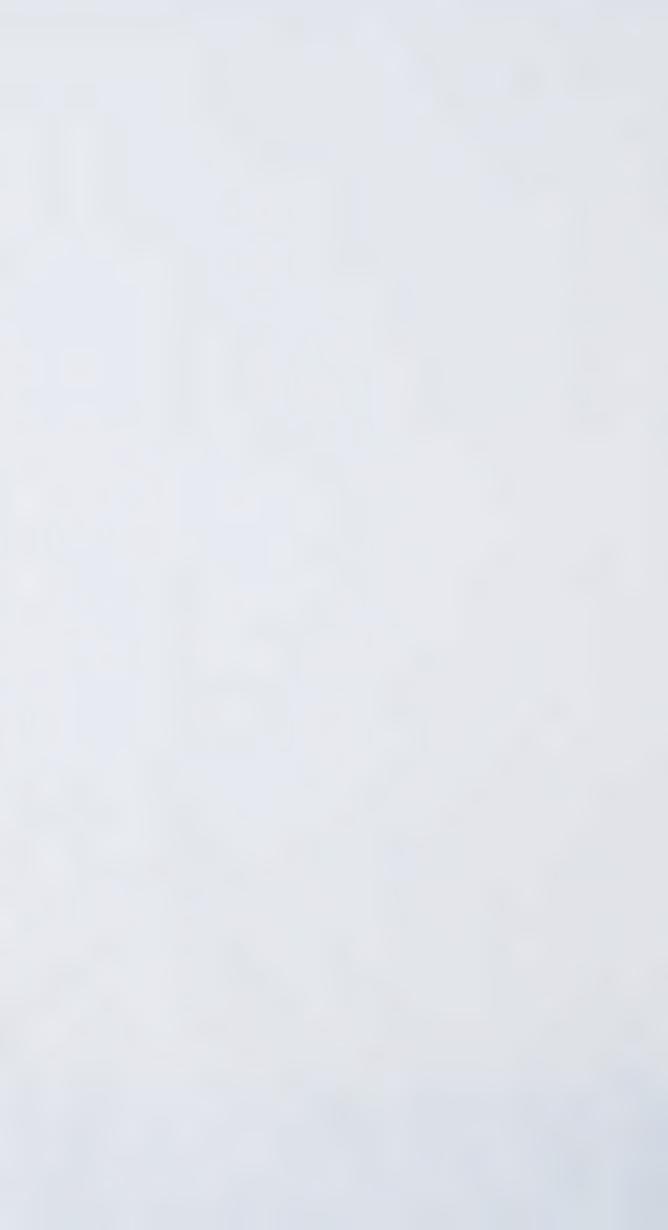






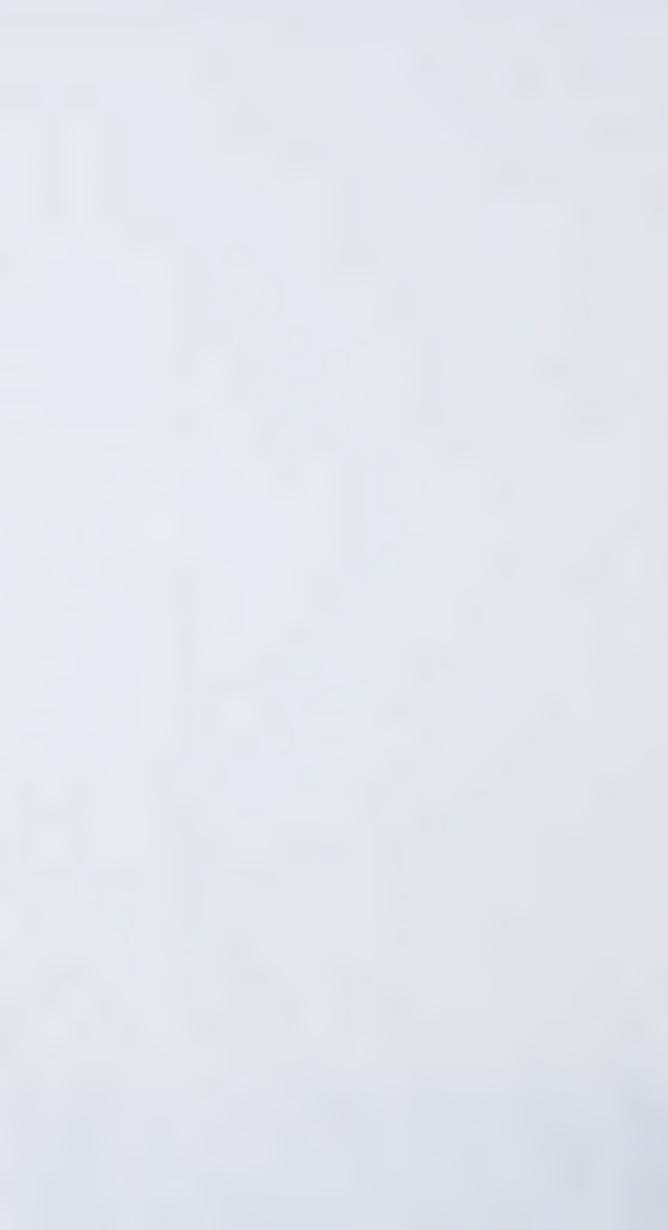


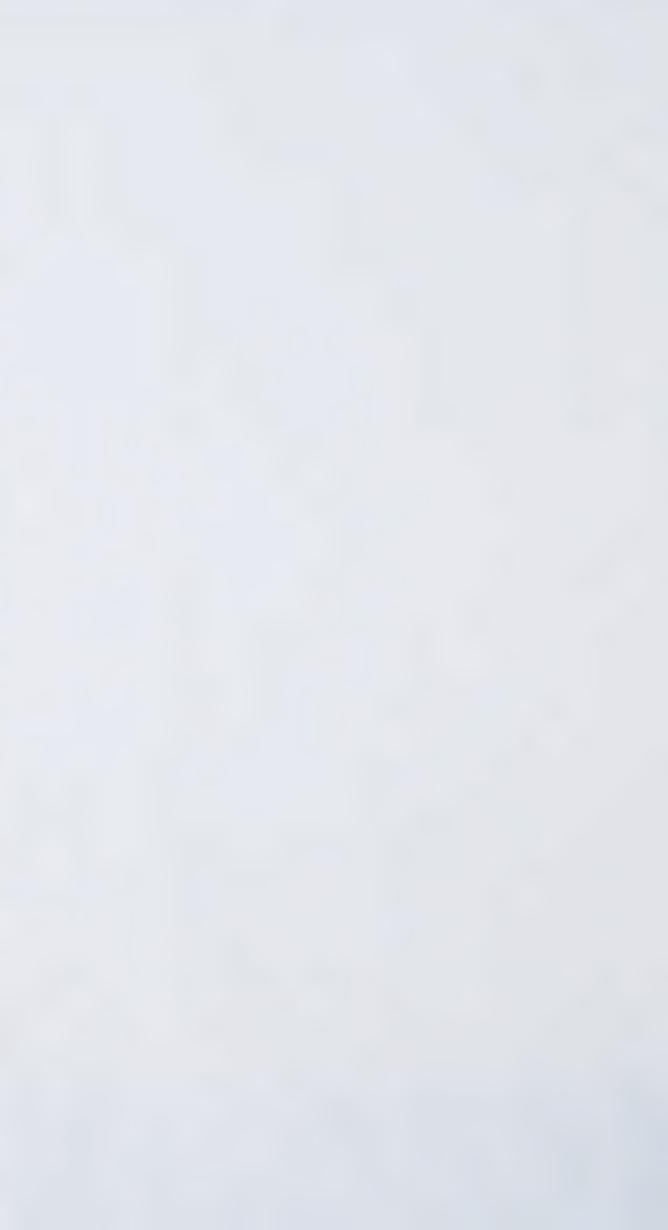


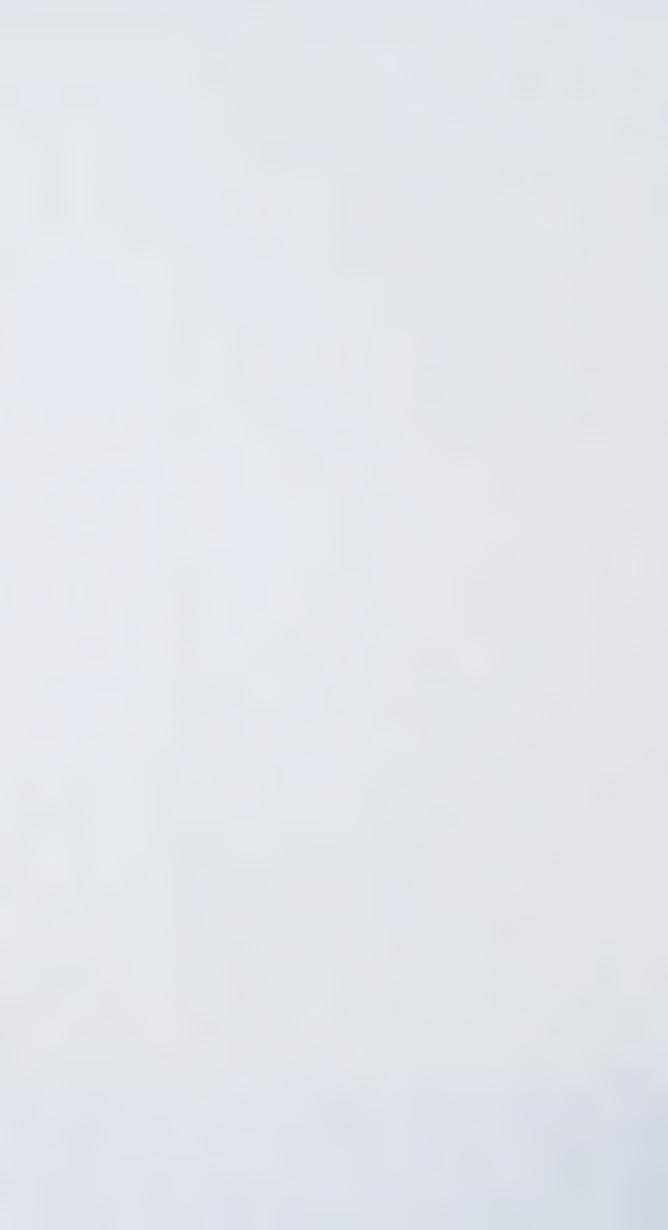


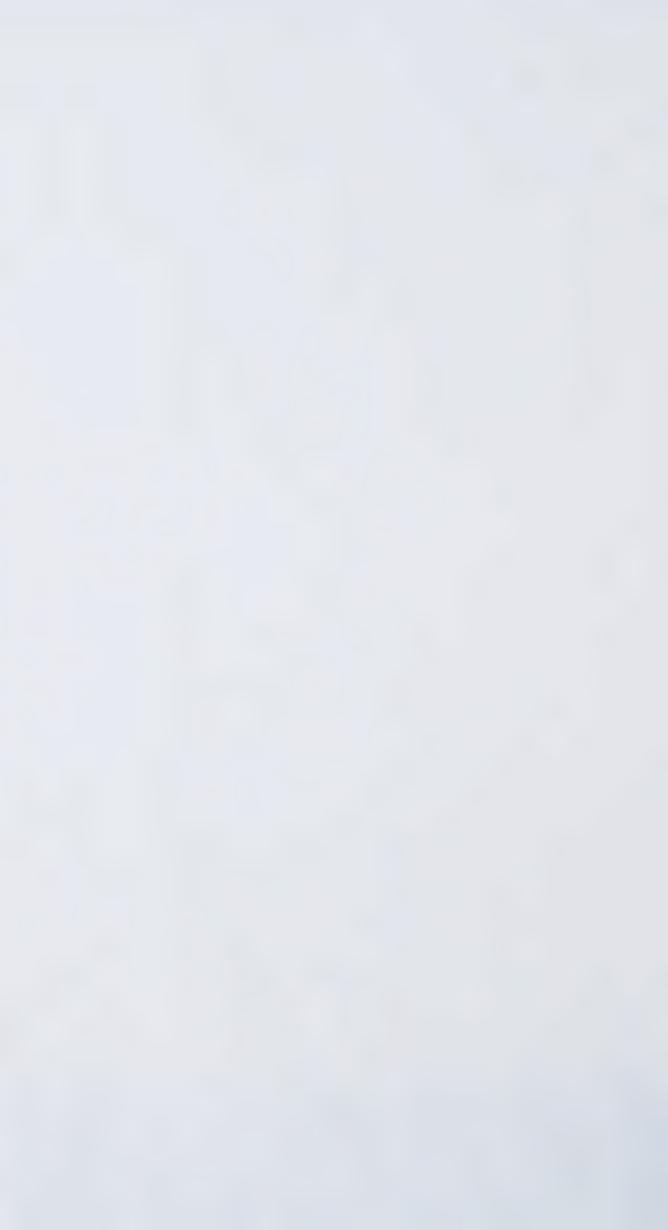


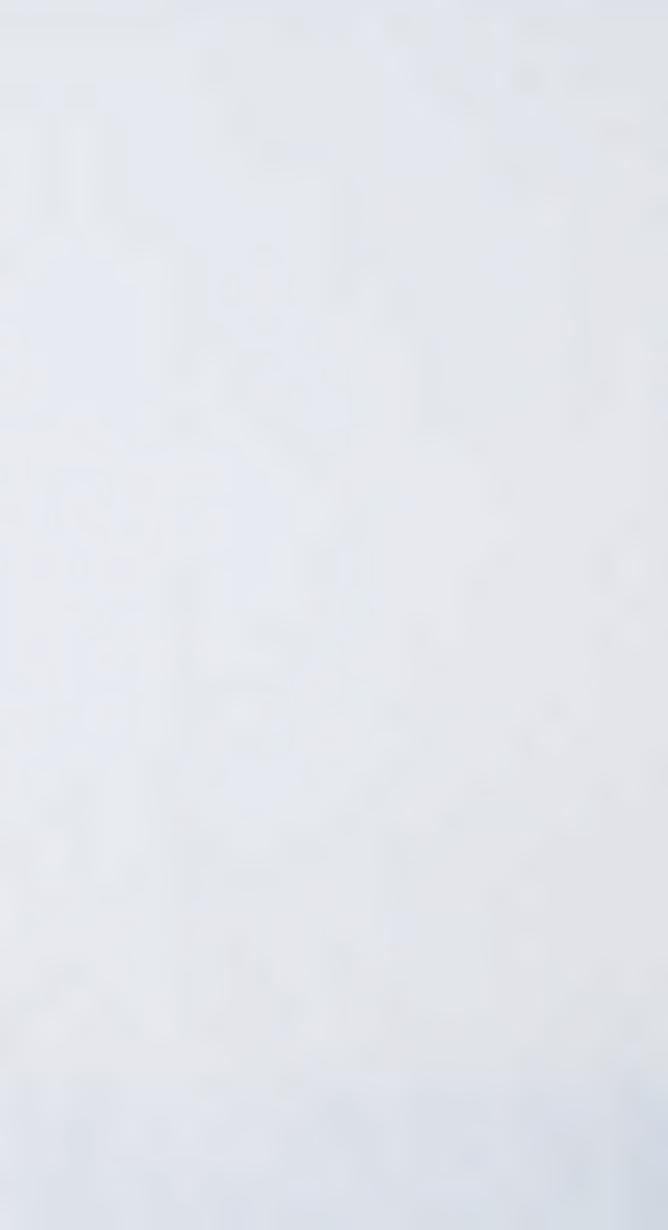
ALL RIVER DEVELOPMENT CENTRE POOL ELEV. 125 MILE 150 TO MILE 158











SOULANGES SECTION
PLAN SHOWING
ALTERNATIVE NAVIGATION PROJECT
LATERAL CANAL ON NORTH SIDE
MILE 191 TO MILE 150

